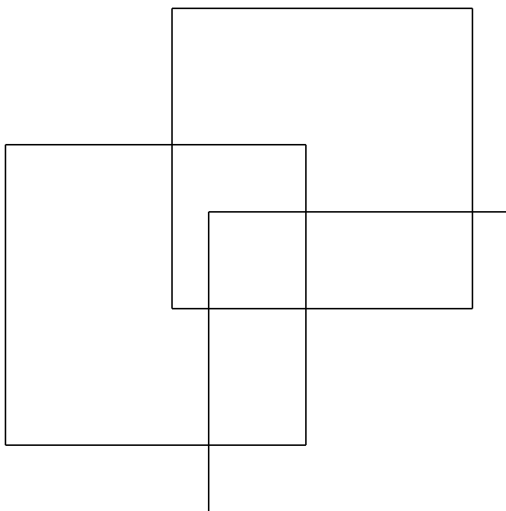




Final report

**Meeting of Experts to Adopt a Revised Code
of Practice on Safety and Health in Ports**
(21–30 November 2016)



MESHP/2016/6

INTERNATIONAL LABOUR ORGANIZATION

Sectoral Policies Department

Final report

**Meeting of Experts to Adopt a Revised Code
of Practice on Safety and Health in Ports**
(21–30 November 2016)

Geneva, 2017

INTERNATIONAL LABOUR OFFICE, GENEVA

Copyright © International Labour Organization 2017
First edition 2017

Publications of the International Labour Office enjoy copyright under Protocol 2 of the Universal Copyright Convention. Nevertheless, short excerpts from them may be reproduced without authorization, on condition that the source is indicated. For rights of reproduction or translation, application should be made to ILO Publications (Rights and Licensing), International Labour Office, CH-1211 Geneva 22, Switzerland, or by email: rights@ilo.org. The International Labour Office welcomes such applications.

Libraries, institutions and other users registered with a reproduction rights organization may make copies in accordance with the licences issued to them for this purpose. Visit www.ilo.org to find the reproduction rights organization in your country.

Final report, Meeting of Experts to Adopt a Revised Code of Practice on Safety and Health in Ports, Geneva, 21–30 November 2016, International Labour Office, Sectoral Policies Department, Geneva, ILO, 2017.

ISBN 978-92-2-130812-6 (Web pdf)

Also available in French: *Rapport final*, Réunion d'experts chargée d'adopter une version révisée du Recueil de directives pratiques du BIT sur la sécurité et la santé dans les ports, Genève, 21–30 novembre 2016, ISBN 978-92-2-231295-5 (Web pdf), Geneva, 2017; and in Spanish: *Informe final*, Reunión de expertos para adoptar un proyecto revisado del Repertorio de recomendaciones prácticas sobre seguridad y salud en los puertos, Ginebra, 21–30 de noviembre de 2016, ISBN 978-92-2-330833-9 (Web pdf), Geneva, 2017.

The designations employed in ILO publications, which are in conformity with United Nations practice, and the presentation of material therein do not imply the expression of any opinion whatsoever on the part of the International Labour Office concerning the legal status of any country, area or territory or of its authorities, or concerning the delimitation of its frontiers.

The responsibility for opinions expressed in signed articles, studies and other contributions rests solely with their authors, and publication does not constitute an endorsement by the International Labour Office of the opinions expressed in them.

Reference to names of firms and commercial products and processes does not imply their endorsement by the International Labour Office, and any failure to mention a particular firm, commercial product or process is not a sign of disapproval.

ILO publications and digital products can be obtained through major booksellers and digital distribution platforms, or ordered directly from ilo@turpin-distribution.com. For more information, visit our website: www.ilo.org/publns or contact ilopubs@ilo.org.

Contents

	<i>Page</i>
Introduction	1
Opening speeches	1
Consideration of the proposal to revise the code of practice on safety and health in ports.....	3
1. Introduction, scope, implementation and definitions.....	4
2. General provisions.....	7
3. Port infrastructure, plant and equipment	20
4. Lifting appliances and loose gear	25
5. Safe use of lifting appliances and loose gear.....	30
6. Operations on shore	32
7. Operations afloat	41
8. Dangerous goods	45
9. Health	47
New Chapter 10. Personal protective equipment.....	53
Chapter 10. Personnel welfare facilities.....	55
Chapter 11. Emergency arrangements.....	57
12. Other relevant safety matters.....	59
13. HIV/AIDS	60
References	60
Appendices A to D	60
Appendix E.....	60
Appendices F, G, H and J.....	60
Appendix I.....	61
New appendix: HIV and AIDS and the world of work	61
Adoption of the draft <i>Revised code of practice on safety and health in ports</i>	61
Closure of the Meeting.....	61

Introduction

1. The Meeting of Experts to adopt a revised code of practice on safety and health in ports met from 21 to 30 November 2016 at the International Labour Office in Geneva, in accordance with a Governing Body decision taken at its 323rd Session (March 2015). The Governing Body decided that the Meeting would be composed of 24 experts – eight experts nominated by the Employers’ group of the Governing Body; eight experts nominated by the Workers’ group of the Governing Body; and eight experts nominated by the Governments of Brazil, China, Germany, Kenya, Republic of Korea, the Netherlands, Nigeria and the United States. The Meeting was open to all governments as observers.
2. The Meeting was attended by eight Government experts accompanied by nine advisers, eight Employer experts accompanied by three advisers, and eight Worker experts accompanied by two advisers. There were 46 observer experts from interested governments, and five observers from international governmental organizations (IGOs) and non-governmental organizations (NGOs).
3. The purpose of the Meeting was to revise, update and adopt the (2003) ILO code of practice, *Safety and health in ports*. A draft revised version of the code of practice had been prepared by the Office and would serve as the basis for the discussions. The report will summarize the discussions of the Meeting that resulted in changes in the code that were proposed and adopted or rejected by the participants during the Meeting. There were some revisions proposed by the Office in the working draft of the document that were adopted unanimously during the Meeting without further comments. For the sake of brevity these accepted revisions will not appear in the report.
4. The Officers of the Meeting were:

Chairperson: Mr Bro-Mathew Hilifavali Shinguadja (Namibia)

Vice-Chairpersons: Mr Pedro Valverde Sento Se (Government member, Brazil)
Mr Paul Mackay (Employer member, New Zealand)
Ms Susan Murray (Worker member, United Kingdom)

Spokespersons: Mr Pedro Valverde Sento Se (Government member, Brazil)
Mr Francisco José Moreno Reyes (observer Government member, Spain, co-spokesperson)
Mr Paul Mackay (Employer member, New Zealand)
Mr Albert Le Monnier (Worker member, United Kingdom)

Opening speeches

5. The Secretary-General, Mr Akira Isawa, welcomed the participants to the Meeting. The ILO had a long history of promoting decent work in ports, beginning with the adoption of the Protection against Accidents (Dockers) Convention, 1929 (No. 28). Since that time, several more legal instruments and sectoral tools had been developed to promote decent work in ports, including the 2003 code of practice, currently before the Meeting for revision. The proposed revisions had been prepared by the Office in a thorough, consultative effort. All participants in the Meeting were encouraged to engage actively in their group discussions and to arrive at a revised version of the document that would serve as a practical tool for all those involved in the promotion of decent work in ports.

-
6. The Chairperson explained that the purpose of the Meeting was to revise and adopt an updated version of the code of practice, as an informative tool for employers, workers and governments alike, and all those involved in ports. Despite the large task before the Meeting and the limited time at its disposal, he felt confident that a spirit of cooperation would prevail and the Meeting would culminate in a successful outcome.
 7. The Executive Secretary introduced the Office proposal for the revisions to the code of practice. She provided a brief overview of the process to develop the Office draft, which included an informal working group where the governments designated by the ILO Governing Body and the workers' group and employers' group were invited to nominate experts to advise the Office; and highlighted some issues for the participants' consideration.
 8. The Employer Vice-Chairperson said that while the Meeting had a vast challenge before it, the outcome would be successful provided priorities were set and focus was maintained. The code of practice was technical in nature, and should be easily translatable into practical actions at the national level. While the proposed revisions prepared by the Office were a good basis for discussion, other contextual aspects would also need to be addressed, such as the importance of the supporting infrastructure to ensure that the provisions of the code could be implemented. Health considerations often came second to safety when considering occupational safety and health (OSH) and should not be neglected. Focus should, however, remain on ensuring that the revised code of practice was practicable and that it would be used by managers as a go-to manual, rather than as an academic reference.
 9. The Workers' group spokesperson said that the port industry was undergoing significant changes, with new technology, the growth of shipping alliances, overcapacity and a volatile global economy exerting downward pressure on working terms and conditions. Demand for unsustainable levels of productivity, coupled with cost-cutting, was a lethal combination for dockworkers. The Workers' group hoped to improve the code of practice in the areas of safety committees, personal protective equipment, first-aid coverage, amenities, protection from nefarious substances, considerations for an increased female workforce and establishment of a workplace harassment policy, as well as by introducing new language on the handling of containers. Reference in the proposed revised text to training transient or temporary workers to do dockers' work was particularly worrying. He drew attention to the work of the International Maritime Organization (IMO) Ship System and Equipment Sub-Committee relative to onboard lifting appliances; while the work was positive, some administrations and NGOs were advocating that certain standards be set by manufacturers. Such suggestions were counter to ILO standards. ILO participation in the work of the Sub-Committee was therefore crucial.
 10. The Government Vice-Chairperson said that the code of practice, although not legally binding, was a very useful document, and its revision would contribute greatly to the development of new standards at the national level. It was crucial that the document remained of practical use to all governments, employers and workers.
 11. The Minister of Labour, Employment and Social Affairs of the Plurinational State of Bolivia, speaking as an observer expert to the Meeting, said that the ILO Occupational Safety and Health (Dock Work) Convention, 1979 (No. 152), and the Occupational Safety and Health (Dock Work) Recommendation, 1979 (No. 160), were applicable at the national level in lakes and rivers, and were applied by the Plurinational State of Bolivia in that context. Since the Plurinational State of Bolivia did not have maritime ports, his country relied on the ports of neighbouring countries, such as Chile and Peru. It was therefore of the utmost importance that workers providing service to these ports were protected by international standards. He stressed that OSH benefits should also be extended to Bolivian road transportworkers accessing those ports.

-
12. The expert of the Government of the Republic of Korea expressed his Government's willingness to share its experiences and best practices in prevention, in particular fall, slip, collision, traffic accident and work-related disease or injury prevention.
 13. The expert of the Government of Kenya commended the revised code of practice, which was crucial for the protection of dock workers and would provide essential guidance for national standards and legislation on port operations and dock rules in particular.
 14. The expert of the Government of Nigeria welcomed the revision of the code of practice, which would culminate in a useful document that would constitute an essential guide, particularly with regard to the potential use of rivers as ports. The strategic approach to OSH was especially welcome.
 15. The Government group co-spokesperson commended the code of practice and the revision process. Greater attention must be paid to occupational health, which was often neglected.
 16. The expert of the Government of China said that the revised version of the code of practice would serve as essential practical and technical guidance to contribute to the promotion of decent work for dockers and the protection of their safety and health. The proposed addition of provisions on OSH management systems was particularly welcome.
 17. An observer expert of the Government of Panama underscored the importance of an up-to-date serious model of OSH for portworkers. The revised code of practice would constitute a useful management model for implementation at the national level.
 18. An observer expert of the Government of Chile, referring to the question of Bolivian road transport workers in transit, informed the Meeting that his Government adhered to decent working standards, including strict compliance in matters of labour inspection and management.
 19. An observer expert of the Government of Honduras said his Government did its utmost to optimize decent work for portworkers. Tripartite meetings on ports were particularly useful and he had high expectations for a successful revision of the code of practice.
 20. A worker expert from Spain informed the Meeting that on Saturday, 19 November 2016, a portworker in Barcelona, Mr Jordi Rodríguez, had lost his life in an accident at work while loading cars. The revision of the code of practice was crucial to ensure that the highest safety and health standards in ports were upheld to prevent such accidents from occurring in future. A minute's silence was held in respect of Mr Rodríguez and all other portworkers who had lost their lives at work.

Consideration of the proposal to revise the code of practice on safety and health in ports

21. During the course of its deliberations the Meeting decided to replace the following terms throughout the document:
 - “safety” would be replaced by “safety and health”;
 - “stevedoring” would be replaced by “portwork”;
 - “stevedoring company” would be replaced by “port employer”;
 - “stevedore” would be replaced by “portworker” or “port employer”, as appropriate;

-
- “break rooms” would be replaced by “mess rooms and canteens”;
 - “life jacket” and “buoyancy aid” would be replaced by “PFD”;
 - “surveillance” would be replaced by “monitoring”;
 - “fumes” would be replaced by “emissions”;
 - “must” and “shall” would be replaced by “should”.

1. Introduction, scope, implementation and definitions

- 22.** The Government Vice-Chairperson and Government group co-spokesperson introduced an amendment to the heading of Chapter 1 to read: “Introduction, scope, women working in ports, innovation in ports, implications and definitions”.
- 23.** The Employer Vice-Chairperson proposed that the document should begin with a section entitled “Purpose” and a new introductory paragraph.
- 24.** The Workers’ group spokesperson said that the first half of the proposed new paragraph was similar in essence to paragraph 11 in section 1.3. Implementation. His group could not support the second part of the proposed new paragraph, which suggested that “wider issues” were secondary in importance. He suggested that the title of section 1.3 be amended to read: “Purpose and implementation”. It was so agreed.
- 25.** The Employer Vice-Chairperson said that the subsection in its entirety (paragraphs 11–15), under the section heading as amended by the Workers’ group, should be moved to the beginning of the document. The Meeting agreed to that suggestion.

1.1 Introduction

1.1.1. General overview of the port industry

1.2. Scope

Paragraph 7

- 26.** The Employer Vice-Chairperson questioned the applicability of the proposed text to be added at the end of the paragraph. The Workers’ group spokesperson explained that container ships had increased in size significantly since the adoption of the code of practice in 2003, which had an impact on the design of ports and working conditions.
- 27.** The Employer expert from the United Kingdom agreed and proposed inserting the word “significantly” between “has” and “increased”.
- 28.** The Employer Vice-Chairperson suggested moving the proposed new sentence, as amended, to the end of paragraph 8 instead. The Meeting agreed and adopted paragraph 7 in its original wording.

Paragraph 8

29. The Employer Vice-Chairperson suggested adding “However, the size of certain ships has increased significantly in the intervening period.” at the end of the paragraph.
30. The Meeting adopted the paragraph, as amended.

Paragraph 10

31. The Employer Vice-Chairperson proposed adding the words “and gas” after “oil” in the first sentence. The paragraph was adopted, as amended.

1.3. Implementation

Paragraph 13

32. The Employer Vice-Chairperson proposed deleting the last sentence, since lighting and the height of fencing were no longer the most significant standards. The Workers’ group spokesperson opposed the proposed deletion. The Employer Vice-Chairperson suggested that “For example,” be added at the beginning of the last sentence.
33. The Meeting adopted the paragraph, as amended.

Paragraph 15

34. The Employer Vice-Chairperson suggested inserting the words “and practising” between “promoting” and “a preventative” and to replace “workers” by “portworkers”.
35. The Workers’ group spokesperson agreed with the first suggestion but opposed the second. The paragraph should be applicable to all workers, not just portworkers. Contractors were not necessarily portworkers but could be present to perform repairs to port facilities or bring goods to a ship. The text should include that broader category of workers, who should also be informed about OSH matters and provided with a safe working environment.
36. The Employer Vice-Chairperson suggested replacing “workers” with “workers working in ports” or “all workers engaged in the ports”.
37. The Workers’ group spokesperson disagreed and stated that port work should not only be seen as handling or moving cargo but should encompass broader activities within the port facility. He proposed adding “in the port facility” after “all workers” in the last sentence.
38. The Meeting agreed to that addition and adopted the paragraph, as amended.

1.4. Women working in ports

39. Following a discussion about whether women working in ports should indeed be a section of the code of practice in its own right, or whether the subject could be addressed as part of a broader topic, such as non-discrimination and equal treatment, the Meeting decided to retain section 1.4.

Paragraph 16

40. The Employer Vice-Chairperson suggested that the first two sentences should be replaced by the following: “Women are now part of the workforce in ports.” The Meeting agreed to that amendment.
41. The Government Vice-Chairperson requested that lesbian, gay, bisexual and transgender (LGBT) workers be included in the paragraph. The Workers’ group spokesperson and the Employer Vice-Chairperson agreed that while OSH rights and challenges for LGBT workers were important, federal regulations generally encompassed provisions tackling violence and discrimination at work and promoting equal treatment, including for the port sector.
42. The Workers’ group spokesperson said that the paragraph should reflect the need for personal protective equipment (PPE) and training for women. The Employer Vice-Chairperson expressed concern that the implication that PPE and training were only needed by women would unintentionally create different categories of workers. PPE and training could be addressed in a more general part of the code of practice.
43. Responding to a request for clarification from the Workers’ group spokesperson regarding the term “OSH services”, the Executive Secretary referred to the definition set out in the Occupational Health Services Convention, 1985 (No. 161). The Workers’ group spokesperson suggested that the Convention should be referenced in a footnote. The paragraph was adopted, as amended.

1.5. Innovation in ports

Paragraph 17

44. The Employer Vice-Chairperson suggested adding a new bullet point with the text “Sufficient information and appropriate training should be provided.”. The Meeting agreed and adopted the paragraph, as amended.

1.6. Definitions

Paragraph 18

45. The Employers’ group spokesperson proposed that the definition of “portworker” should be expanded by adding the words: “This includes contract workers who are engaged in port work”.
46. The Government group agreed with the Employers’ suggested addition to the definition. The Workers’ group disagreed with the proposal, stating that the additional wording was unnecessary and could complicate understanding of the definition of portworkers. Following an extensive discussion, it was decided to leave the definition as written in the original code of practice, owing to lack of consensus on the proposed amendment.
47. The Employer Vice-Chairperson proposed the addition of a new definition to be included in paragraph 18 for safety and health adviser.
48. The Workers’ group spokesperson suggested that “person” should be replaced by “impartial person who is not management”. The Employer Vice-Chairperson said that the introduction of the word “impartial” implied that OSH advisers were completely independent, whereas they were often employed by companies and therefore could not be impartial as such. In

many cases, they were part of company management teams. The idea that health and safety advice should be totally separate from the management of the company was not practicable.

49. The Workers' group spokesperson said that the words "port employer" should be deleted since safety and health advisers also assisted workers.
50. The Government Vice-Chairperson suggested that the concerns of the Workers and the Employers might be met by adding the words "and workers" after "port employer", to clarify that OSH advisers not only provided services to employers but also to workers. It was so agreed.
51. The Employer Vice-Chairperson proposed the addition of three further definitions to be included in paragraph 18, for port facility, port authority, and port employer.
52. The Workers' group spokesperson and the Government Vice-Chairperson agreed to the inclusion of those proposed definitions.
53. Following a discussion on paragraph 89, the Meeting agreed to include the definition of "port security committee" in subsection 1.6. Definitions as found in the ILO/IMO Code of Practice on Security in Ports.
54. The Meeting adopted paragraph 18, as amended.

Paragraph 19

55. The Government Vice-Chairperson suggested amending the definition of "explosion-protected", to reflect any equipment capable of producing ignition of an explosive atmosphere. Friction in mechanical equipment could produce a risk of ignition. The Meeting adopted the paragraph, as amended.

Paragraph 21

56. The Employer Vice-Chairperson proposed inserting the word "cranes" after "ship-to-shore (STS)" in the definition "automated container terminal". The definition should end "at the yard.". The words "automated guided vehicles (AGV) can be used to transport containers between the quay and the stacking area." should therefore be deleted. The Meeting agreed and adopted the paragraph, as amended.

2. General provisions

2.1. Responsibilities

57. The Employer Vice-Chairperson proposed that the subsections under section 2.1. Responsibilities should be reordered to reflect the commonly accepted hierarchy of persons at work. The subsection on ship's officers should therefore be moved to after "portworkers". It was so agreed.

2.1.1. General requirements

2.1.2. Competent authority

58. The Meeting adopted the title of the subsection as proposed.

2.1.3. Port employers

Paragraph 35

- 59.** The Meeting agreed to move paragraph 35 into subsection 2.1.1. General requirements, since national laws and regulations were higher in the legal hierarchy than port employers.

Subparagraphs 35(a) and (e)

- 60.** Following a discussion regarding the use of the terms “providing” and “maintaining” in subparagraphs (a) and (e), in which the Employer Vice-Chairperson had suggested that they were too restrictive and should be replaced by “ensuring the provision and maintenance of” and “ensuring the availability of”, respectively, while the Workers’ group spokesperson had disagreed, considering that it would no longer be clear who was the responsible party, the Meeting decided to amend the chapeau as follows: “National laws or regulations should designate responsibility for the following and make appropriate persons, whether employers, owners, masters or other persons, as the case may be, responsible for compliance with the following OSH measures:”.
- 61.** The Workers’ group spokesperson wished to add, at the end of clause (e), the words “and trained personnel”. The Government Vice-Chairperson agreed with that proposal.

Subparagraph 35(b)

- 62.** The Employer Vice-Chairperson proposed replacing the words “any workplace” by “workplaces”. Similarly, in clause (f) the word “any” should be deleted.

Subparagraph 35(c)

- 63.** The Government Vice-Chairperson wished to add “and encourage the participation of workers in the elaboration and implementation of training programmes”. The Employer Vice-Chairperson suggested to replace “encourage” by “ensure” “and “elaboration” by “development”. The Meeting agreed to the paragraph, as amended.

Subparagraph 35(f)

- 64.** The Employer Vice-Chairperson proposed deleting the word “any”. The words “at the port” should be added at the end of the subparagraph. The Workers’ group spokesperson and the Government Vice-Chairperson said their groups agreed to those proposals.
- 65.** Paragraph 35 was adopted, as amended.

Paragraph 36

- 66.** The Workers’ group spokesperson suggested that paragraph 36 should be moved to become the penultimate paragraph in the subsection. The Meeting agreed.

Paragraph 37

Subparagraph 37(b)

- 67.** The Employer Vice-Chairperson proposed adding “portworkers” after “supervisors” in clause (b). It was so agreed.

Subparagraphs 37(c) and (d)

- 68.** The Employer Vice-Chairperson said that in subparagraphs (c) and (d), the words “and their representatives” should be deleted, thus ensuring that all portworkers were included in consultations on OSH. The Government Vice-Chairperson said his group could not support that proposal. At the request of the Workers’ group spokesperson the Executive Secretary explained that the wording of clauses (c) and (d) was in line with that of Convention No. 152 and other OSH guidelines. The Workers’ group spokesperson said that in order to ensure that the text remained harmonized with other pre-existing documents, the language proposed by the Office should not be amended.
- 69.** The Workers’ group spokesperson said that the words “with pay” should be inserted between “training” and “arrangements” in subparagraph (d). The Employer Vice-Chairperson said he could not support that proposal, since it would open up a wide range of issues relating to conditions of work, which were outside the scope of OSH and thus of the code of practice. The Workers’ group spokesperson proposed inserting the words “within working hours” after “training arrangements”. The Employer Vice-Chairperson did not agree. The Government group co-spokesperson suggested “as far as possible”. The Executive Secretary confirmed that the proposal was in line with the wording of the Guidelines on occupational safety and health management systems. Both the Employer Vice-Chairperson and the Workers’ group spokesperson said they could agree to the Government group’s proposal.

Subparagraph 37(g)

- 70.** Responding to a request for clarification from the Government Vice-Chairperson regarding the scope of the word “below” in clause (g), the Executive Secretary said that hazards and risks were defined in Chapter 9 of the revised code.

Subparagraph 37(h)

- 71.** On clause (h), the Employer Vice-Chairperson proposed replacing “act on” by “respond to” and “their employees” by “portworkers”. The Workers’ group spokesperson expressed concern that “respond to” did not necessarily imply action. While the Employer Vice-Chairperson argued that “act on” did not necessarily imply positive action either, his group would not stand in the way of consensus and could adopt the clause without amendment.
- 72.** The Meeting adopted the paragraph, as amended.

Paragraph 38

- 73.** The Employer Vice-Chairperson proposed replacing “surveillance” with “regular monitoring of working environment keeping in mind applicable privacy laws”, and to delete the rest of the sentence. Surveillance went beyond monitoring, and could be understood as more intrusive.
- 74.** The expert of the Government of Kenya pointed out that two kinds of monitoring could be identified: monitoring against hazards in the work environment, and monitoring against health risks for workers. The Meeting agreed that the issue could be moved to Chapter 9, with its precise location to be discussed later.
- 75.** Subparagraph (b) was fused with the chapeau of paragraph 38. The Meeting adopted the paragraph, as amended.

2.1.4. Contractors and labour or service providers

Paragraph 40

76. The Employer Vice-Chairperson proposed inserting “not engaged in port work” between “providers” and “should”. The Meeting adopted the paragraph, as amended.

Paragraph 41

77. The Employer Vice-Chairperson proposed deleting the third bullet point. The code should not provide prescriptive measures on issues of commercial bidding and practice. The Workers’ group spokesperson agreed.
78. The Government Vice-Chairperson suggested to insert “related to OSH” after “obligations” instead of deleting the bullet. The Employer Vice-Chairperson reiterated that the point did not fall within the remit of the code of practice.
79. The Meeting agreed to delete the third bullet point and adopted the paragraph, as amended.

2.1.5. Ships’ officers

80. The Employer Vice-Chairperson reminded the Meeting of his suggestion to re-order this subsection. Section 2.1.5 “Ship’s officers” should follow section 2.1.8. Portworkers.

Paragraph 42

81. The Employer Vice-Chairperson proposed deleting the proposed fifth bullet point as he considered the issue outside the scope of the code of practice. The Workers’ group spokesperson disagreed, stating that the issue was pertinent to safety and health. He provided examples of how ships’ crew members had endangered both him and his colleagues while encroaching on some of their activities. The code’s original language was inadequate to address that problem. He urged that the proposed language be adopted. The Government Vice-Chairperson supported the Workers’ group.
82. The Employer Vice-Chairperson said that the demarcation of work between ships’ crew members and portworkers was the subject of longstanding legal disputes in many countries. He understood the moral implications of the incidents described by the Workers’ group spokesperson, but insisted that anecdotes were not legal evidence. He rejected the text as proposed in the fifth bullet point and wished to revert back to the code’s original text. The Workers’ group spokesperson highlighted that legal considerations should not trump health and safety in the workplace.
83. Due to a lack of consensus, the original text of the paragraph was retained.

2.1.6. Management

Paragraph 46

84. The Employer Vice-Chairperson proposed adding “as far as reasonably practicable” after “management should ensure” in the first line of the paragraph. The Workers’ group spokesperson did not support the proposal. A safe working environment was not something that should be achieved only when practicable; it should be imperative. The Government Vice-Chairperson disagreed with the proposed amendment.

-
85. The Employer Vice-Chairperson drew attention to section 2.1.1, paragraph 24, which stated that everyone was responsible for health and safety in ports. As proposed, the text implied that management alone was responsible for all health and safety in ports. While management would do everything within its power, it could not ensure that others met their obligations. The Government Vice-Chairperson pointed out that the concept of “as far as reasonably practicable” was implicit in the text. It was true in all cases that everyone could only do what was possible.
 86. The Employer Vice-Chairperson emphasized that the amendment did not imply that employers were not bound to act. Rather, it acknowledged the impossibility of eliminating all eventualities. The Government Vice-Chairperson agreed to the proposed amendment.
 87. Following a subsequent discussion in which Appendix I was deleted, the Workers’ group spokesperson said that the words “provided in Appendix I” should be deleted from the paragraph. Paragraph 46 was adopted, as amended.

2.1.7. Supervisors

Paragraph 49

88. The Employer Vice-Chairperson proposed replacing the words “they should know how work is carried out” by “ensure they are trained and competent to ensure this happens”. The Workers’ group spokesperson and the Government Vice-Chairperson agreed to that proposal. The Meeting adopted the paragraph, as amended.

New paragraph following paragraph 49

89. The Workers’ group spokesperson requested that the text of deleted paragraph 36 (page 13), which had been deleted in the Office draft, be reinstated. The Meeting agreed and the paragraph was reinstated after paragraph 49.

2.1.8. Portworkers

Paragraph 50

90. The Government Vice-Chairperson suggested that the word “safety” should be replaced by “OSH” in the chapeau. The Meeting agreed.
91. The Employer Vice-Chairperson proposed replacing “follow” by “comply with” in the first proposed bullet point. The Meeting agreed.
92. The Employer Vice-Chairperson proposed inserting a new second bullet point to read: “not turn up to work under any impairment”. The Workers’ group spokesperson said that while there must be a zero tolerance attitude to substance abuse in the workplace, the new bullet point as proposed by the Employers’ group was both condescending and insulting. The Employer Vice-Chairperson explained that it was more serious to operate heavy machinery while impaired than performing an office job. The Workers’ group spokesperson said that impairment can also pose a risk for employers as port leadership and management also operate vehicles in the port facility. His group took offence to the suggestion that impairment was only relevant to portworkers.
93. The Employer Vice-Chairperson proposed, in the fifth bullet point, between the words “resulting from” and “their use” inserting the words “their actions, inactions or”. It was so agreed.

-
94. The Employer Vice-Chairperson proposed that the words “(and, where appropriate, their trade union or a competent authority inspector)” should be deleted. The word “risk” should be replaced by “clear and present danger to themselves or others”. The Government Vice-Chairperson said that rather than deleting the text in brackets, the words “their trade union” should be replaced by “the workers’ representative”. The Workers’ group spokesperson said his group would agree to that proposal.
 95. The Workers’ group spokesperson said his group could not agree to the replacement of “risk” by “clear and present danger”, which was excessively restrictive, only allowing a worker to refuse to work at the point when it would already be difficult to avoid the danger to his or her safety or health. The Employer Vice-Chairperson argued that the term “risk” was too vague.
 96. The Workers’ group spokesperson suggested replacing “which they believe could present a risk” by “where the worker has reasonable cause to believe there is a danger”. The Employer Vice-Chairperson agreed to that proposal. The Employer Vice-Chairperson proposed deleting the word “otherwise” before “dangerous”.
 97. The Meeting adopted the paragraph as a whole, as amended.

2.1.10. Safety and health advisers

Paragraph 55

98. In the chapeau, the Employer Vice-Chairperson suggested inserting the words “but not limited to” between “include” and “involvement in”. The Meeting agreed.
99. The Government Vice-Chairperson proposed inserting “and health” between “safety” and “committee” and adding “and other safety and health professionals” after the word “committee”. The Meeting agreed.
100. In the sixth bullet point, the Employer Vice-Chairperson suggested replacing the word “accident” with “incident”, which was a more inclusive term, widely used in national legislation, as well as in International Organization for Standardization (ISO) standards. He noted that the same amendment would be made in other instances to replace the word “accident”. The Workers’ group spokesperson did not support the amendment and suggested adding “and hazardous occurrence” before “investigation”. The Employer Vice-Chairperson suggested postponing the discussion pending confirmation of the use of the ISO terminology.
101. The Executive Secretary stated that other ILO-OSH instruments used the words “work-related injuries, ill health, diseases and incidents”. The Meeting agreed to use that terminology.
102. In the 11th bullet point, the Employer Vice-Chairperson suggested including the words “; codes of practice or industry guidelines” at the end of the sentence. The Meeting agreed to that addition.
103. The meeting adopted the paragraph as a whole, as amended.

2.1.11. Other persons at work

Paragraph 56

104. The Employer Vice-Chairperson said that terms such as “competent port authority and their agents” could cause confusion. He proposed reverting back to the original text. The Meeting agreed to adopt the paragraph in its original form.

2.1.12. Passengers and other non-workers

Paragraph 57

105. The Employer Vice-Chairperson proposed replacing “hazardous operations” with “port operations”. Port work in itself was a risky business and there should be a general obligation for port authorities or companies to ensure the security of visitors in all port operations. The Meeting adopted the paragraph, as amended.

2.2. Occupational safety and health management systems

106. The Employer Vice-Chairperson noted that section 2.2 encompassed general information gathered from other OSH instruments and material. It might be more usefully placed in a different part of the document or as an appendix.

2.2.1. Design of occupational safety and health management systems

Paragraph 58

107. The Employer Vice-Chairperson questioned the need for paragraph 58, which contained a general statement of the positive impact of OSH management systems, and proposed deleting it. While the promotion of positive attitudes was welcome, it was not part of the practical application of health and safety practices. The Workers’ group spokesperson thought the paragraph was useful.
108. The Government group co-spokesperson recognized that the paragraph could have a positive impact. He suggested amending it to insert “workers’ health and” before “productivity”. He also proposed adding a new sentence at the end of the paragraph to read: “During the design of OSH management systems at work, account should be taken of methodologies relating to continuous improvement cycles.”.
109. The Meeting adopted the paragraph, as amended.

Paragraph 59

110. The Employer Vice-Chairperson suggested replacing “specific” by “adapted”. The paragraph was adopted, as amended.

2.2.2. Hazard identification and risk assessment

Paragraph 61

111. In subparagraph (c), the Workers' group spokesperson proposed deleting "(young workers, temporary workers, pregnant workers)" as well as the remainder of the sentence.
112. The Government Vice-Chairperson supported this amendment. He suggested adding a new subparagraph to read: "the hazards and risks of cargoes and equipment". The Meeting adopted the paragraph, as amended.

Paragraph 66

113. The expert of the Government of Nigeria said that "likelihood" should come before "severity". The Meeting adopted the paragraph, as amended.

Paragraph 70

114. The Workers' group spokesperson requested that the Office clarify the source of the proposed text. The Executive Secretary explained that the wording had been taken from the ILO code of practice on safety and health in agriculture. The Workers' group spokesperson proposed the paragraph be deleted. The Meeting agreed to delete the proposed paragraph.

2.2.3. Planning and implementation of controls

Paragraph 72

115. The Workers' group spokesperson suggested replacing "workers' health surveillance" with "workers' health analysis" and "environment" with "examination" in the chapeau. The Government group co-spokesperson requested that the term "monitoring" be used for consistency purposes. The Employer Vice-Chairperson wished to add "such as the results of monitoring of the workers' health and of the working environment" after "other available data". He also wished to delete "active and reactive monitoring".
116. The Meeting adopted the paragraph, as amended.

New subsection heading: Hierarchy of controls

117. The Employer Vice-Chairperson proposed adding a new subsection heading, before paragraph 74: "Hierarchy of controls". The Meeting agreed to that proposal.

Paragraph 75

118. The Workers' group spokesperson suggested deleting the second sentence. The Meeting agreed and adopted the paragraph, as amended.

Paragraph 76

119. The Government group co-spokesperson suggested replacing the word "accident" by "work-related injuries, ill health, diseases and incidents" for consistency. The Meeting agreed, and adopted the paragraph, as amended.

2.2.4. Monitoring, evaluation and improvement

120. The Employer Vice-Chairperson proposed moving paragraph 76 into subsection 2.2.4. as the first paragraph in the subsection. It was so agreed.

2.3. Organization of occupational safety and health management systems

2.3.1. Organization for safety and health in ports

Paragraphs 80 and 81

121. The Employer Vice-Chairperson noted that the functions listed in paragraph 80 were in fact those of labour inspectors. Following a discussion regarding the implications of the term “service” on responsibilities of the employer or regulator, he proposed adding the words: “In each port” at the beginning of the chapeau and replacing “in each port. The service should have the following tasks:” with “by the competent authority, which clearly spells out who is responsible for:”. It was so agreed.
122. The Workers’ group spokesperson proposed deleting the final bullet point in paragraph 80. The proposal was not accepted.
123. The Employer Vice-Chairperson proposed merging paragraphs 80 and 81 to avoid duplication. The words “the promotion of a preventative safety and health culture” and “the establishment of safety and health committees” should be taken from paragraph 81 and added to the end of paragraph 80 as two new bullet points. The remainder of paragraph 81 should be deleted. Paragraph 80 was adopted, as amended.

2.3.2. Safety and health committees

Paragraph 82

124. The Employer Vice-Chairperson proposed deleting “and/or their representatives” from the first line of the paragraph in order to ensure that workers would not be excluded from discussions. The Workers’ group spokesperson disagreed. After further discussion the parties agreed to delete “/or”.
125. The Employer Vice-Chairperson proposed adding “or established” after “be appointed” at the end of the first sentence. The paragraph was adopted, as amended.

Paragraph 83

126. The Employer Vice-Chairperson proposed that the word “port” before “safety and health committee” should be deleted and that “port” should be inserted before “facility” in the second sentence. The word “checkers” should be replaced by “clerks”. The Workers’ group spokesperson said his group could only agree to the latter part of the proposal.
127. The Employer Vice-Chairperson proposed the deletion of: “Where a union exists, workers’ representatives in the committee may be appointed by the union of, if the union agrees, selected by the workforce at the facility. Workers’ representatives in the committee should never be selected by management.” The Workers’ group spokesperson disagreed, and said that the involvement of management in the selection of workers’ representatives could interfere in union processes. The establishment of the safety committee was a function of the workplace. The Employer Vice-Chairperson suggested that it could be beneficial for

management to encourage workers to accept the role, particularly when no union existed. The Government group co-spokesperson agreed, since some enterprises did not have enough workers to elect representatives.

- 128.** Following a discussion on paragraph 92 on the selection of safety and health representatives, the Workers' group spokesperson proposed that the fifth and sixth sentences of paragraph 83 be replaced by: "Where a recognized union exists, workers' representatives in the committee should be either appointed or elected by the unionized workers. Where a union does not exist workers' representatives should be elected by the workers. Management should inform the workers of their rights about health and safety committees and facilitate an election."
- 129.** The expert of the Government of the Netherlands said that "unionized" should be deleted. The paragraph was adopted, as amended.

Paragraph 84

- 130.** The Employer Vice-Chairperson inquired if the bullet points following the chapeau could be moved to an appendix, given that they were taken directly from the Occupational Safety and Health Recommendation, 1981 (No. 164). Both the Workers' group spokesperson and the Government group co-spokesperson agreed that the points were more useful in the body of the text. The proposed amendment was therefore rejected.
- 131.** The Government Vice-Chairperson observed that Recommendation No. 164 mentioned other actors such as workers' safety delegates, and asked, on behalf of the Government of China, if reference to those actors could be added. After further consultation with the expert of the Government of China, the request was withdrawn.
- 132.** The Meeting adopted the paragraph, as proposed.

Paragraph 85

- 133.** In the first bullet point, the Employer Vice-Chairperson proposed replacing "drawing up" by "consideration of". The Workers' group spokesperson responded that such a change would dilute the powers of the health and safety committee and preclude them from policy drafting. The Government group co-spokesperson agreed and suggested that the words "participating in" should be added at the end of the chapeau after "may include". The Employer Vice-Chairperson agreed and proposed replacing "drawing up" by "the development of" at the beginning of the first bullet point. It was so agreed.
- 134.** The Employer Vice-Chairperson also suggested that "accidents" be replaced with "incidents", "diseases" with "ill health", and "illness-related" absenteeism with "occupational-related". The Workers' group spokesperson disagreed with all of those proposals, stating that "incidents" was a generic term and thus unhelpful. He proposed instead to add "and incidents" after "accidents" in the third bullet. The Government Vice-Chairperson agreed with Workers' group and the change was accepted.
- 135.** The Employer Vice-Chairperson proposed deleting "material provided for the workers" from the final bullet point. The Meeting adopted the paragraph, as amended.

Paragraph 88

- 136.** The Employer Vice-Chairperson proposed deleting the sentence: "Such committees should advise the Government on safety and health policies and associated measures in ports". The Workers' group spokesperson proposed replacing "advise" with "inform" as an alternative to deletion. The Employer Vice-Chairperson cautioned against obliging committees to keep

governments informed, and suggested replacing “should advise” with “may be called upon to advise”. That suggestion was agreed upon.

137. The Chairperson suggested that “competent authority” would be more appropriate than “government” in the given context. The Employer Vice-Chairperson concurred. The Meeting adopted the paragraph, as amended.

Paragraph 89

138. The Employer Vice-Chairperson said that port security committees were not necessarily common, and asked whether the term would require a definition or further clarification. The Deputy Secretary-General of the Meeting referred to the definition in the *International Ship and Port Facility Security Code (ISPS Code)*. The Employer Vice-Chairperson suggested that “advisory” be inserted between “port security” and “committee”. The words “, where one exists” should be added after “committee”. The Meeting agreed to include the definition in paragraph 18. The Meeting adopted paragraph 89, as amended.

2.3.3. Safety representatives

Paragraph 91

139. The Government Vice-Chairperson proposed adding “in OSH matters” at the end of the first sentence. The paragraph was adopted, as amended.

Paragraph 92

140. In light of the discussion on paragraph 83, the word “elected” was inserted before “by groups of workers”. The paragraph was adopted, as amended.

Paragraph 94

141. The Workers’ group spokesperson said his group would prefer to reinstate the text that the Office had proposed for deletion. It was so agreed. The Meeting adopted the paragraph in its original wording.

2.4. Reporting and investigation of accidents

142. Following a discussion on terminology in which the Employers’ group advocated the use of the term “incidents” rather than “accidents” in section 2.4. Reporting and investigation of accidents, the Office prepared a revised text for consideration, which brought the language of section 2.4 into line with that of other OSH instruments and guidance. The entire subsection was edited to reflect this decision.

2.4.2. Statutory reporting of accidents

Paragraph 100

143. The Employer Vice-Chairperson suggested that, for the sake of brevity, the paragraph should be shortened to read: “The notification report should contain the information required and be filed in accordance with national laws, regulations and policies.”. A generic approach to the information required would be preferable to including a comprehensive list. The paragraph was adopted, as amended.

2.5. Selection and training

Paragraph 111

Subparagraph (a)

144. The Workers' group spokesperson proposed deleting the words after "portworkers". The Meeting agreed to that proposal.

Subparagraph (b)

145. The Workers' group spokesperson proposed inserting the word "paid" before "working hours". The Employer Vice-Chairperson countered that working hours were, by their nature, paid. While the proposal was, in his view, redundant, he did not object to it.

Subparagraph (c)

146. The Workers' group spokesperson proposed inserting the word "agreed" between "appropriate" and "intervals".

147. The Employer Vice-Chairperson said that rather than inserting "agreed", the words "in consultation with the affected workers" should be added at the end of the subparagraph. The Workers' group agreed to that suggestion. Paragraph 111 was adopted, as amended.

2.5.1. Selection of portworkers

Paragraphs 113–114

148. The Workers' group spokesperson proposed that paragraphs 113 and 114 be merged and revised to form a new paragraph on the selection process for portworkers, which would read:

"113. Portworkers should only be engaged following an appropriate selection process, to include the following:

- a portworker needs to have a good physical constitution;
- normal reflexes;
- good eyesight;
- good hearing;
- the ability to comprehend and communicate in the working language of the port;
- the ability to comprehend terminal signage;
- the ability to follow safety instructions.

The above are essential for safe port work, especially for the operators of mechanical equipment."

149. The Employer Vice-Chairperson said that, while he welcomed the proposal from the Workers' group, it would be preferable to distinguish between the elements comprising the selection process and the selection criteria. He thus proposed that paragraph 113 should remain as originally drafted. Paragraph 114 should list the criteria for selection, as proposed by the Workers' group, under a chapeau that would read: "The criteria for selection should

include the following, which are essential for safe port work, especially for the operators of mechanical equipment:”. The Workers’ group agreed to that proposal.

150. The Government Vice-Chairperson added that the words “in accordance with national legislation” should be added at the end of paragraph 113.
151. The Government Vice-Chairperson raised questions on behalf of the expert of the Government of Nigeria regarding the need to address language capability in paragraph 114. He would prefer that the concept remained focused on effective communication, rather than referring to “working language”. He also requested clarification on whether the requirement for portworkers to have a “good physical constitution” could in fact be a discriminatory provision.
152. In the ensuing discussion, further concerns were raised about the potential for the proposed text to condone discrimination tacitly. The Office emphasized the need to remain consistent with the Discrimination (Employment and Occupation) Convention, 1958 (No. 111), as was explicitly referenced in paragraph 112.
153. It was pointed out that paragraph 117 addressed physical fitness and medical testing. Despite the Governments’ concerns, the Workers’ group and the Employers’ group agreed that consideration of physical constitution was not a question of disability, but rather an issue of physical fitness and wellness. The selection of a person who was not fit to work safely could give rise to other forms of discrimination. It was agreed that the amendment to paragraph 114 would be further amended, to replace “have a good physical constitution” by “be physically capable to perform the job assigned”.
154. Paragraphs 113 and 114 were adopted, as amended.

Paragraph 118

155. The Employer Vice-Chairperson said that the second half of the paragraph weakened the message. The code of practice should not provide exceptions to the minimum age for working in ports. He therefore proposed deleting the second two sentences of the paragraph. The Workers’ group spokesperson and the Government Vice-Chairperson agreed. The paragraph was adopted, as amended.

2.5.2. Training needs

2.5.3. Induction training

Paragraph 123

156. The Employer Vice-Chairperson proposed adding “or who may visit ports” after “work in ports”, since visitors also needed to be informed about the general hazards associated with ports. The Meeting adopted the paragraph, as amended.

Paragraph 124 and new paragraph

157. The Employer Vice-Chairperson suggested splitting paragraph 124 into two separate paragraphs. Paragraph 124 would thus end “working in the port.”. In the next (new) paragraph: “It should be accompanied by” should be replaced by “Visitors should be given information, such as”. The Meeting adopted paragraph 124 and the following new paragraph 125, as amended.

2.5.4. Job-specific training

Paragraph 128

- 158.** The Employer Vice-Chairperson said that the words: “Training itself does not confer competence, therefore” should be added at the beginning of the paragraph. The Meeting agreed and adopted the paragraph, as amended.

Paragraph 129

- 159.** The Employer Vice-Chairperson proposed that the words “and private companies” should be deleted. The word “beware” should be replaced by “be aware”. Paragraph 129 was adopted, as amended.

2.5.5. Training methods

Paragraph 130

- 160.** The Employer Vice-Chairperson proposed the addition of a new sentence at the end of the paragraph, to read: “Trainers should be qualified and competent to deliver the training.”. The Meeting adopted the paragraph, as amended.

2.6. Information for portworkers

Paragraph 132

- 161.** The Employer Vice-Chairperson pointed out that “break rooms” should read “mess rooms and canteens” to be in line with the language used in section 10.6. Paragraph 132 was adopted, as amended.

Paragraph 133

- 162.** The Employer Vice-Chairperson proposed adding the words “that could be harmful to their health” after “during their work”. The paragraph was adopted, as amended.

3. Port infrastructure, plant and equipment

3.1. General provisions

3.1.1. Separation of people and vehicles

Paragraph 135

- 163.** The Government Vice-Chairperson proposed adding a new final sentence to read: “Port employers should develop traffic rules according to national legislation”. The Employer Vice-Chairperson said he could agree to that amendment if the words “and local conditions” were added after “legislation”. Paragraph 135 was adopted, as amended.

3.1.2. Surfaces

Paragraph 136

- 164.** The Government Vice-Chairperson said that the third bullet point should be amended to read: “free from uncovered or unfenced openings, cracks, undulations and projections”. The fourth bullet point, “continuous” could be deleted. The Worker spokesperson said he could agree to those proposals, if “holes,” was added after “unfenced openings”. It was so agreed.
- 165.** The Workers’ group spokesperson did not agree with the proposed deletion of “skid resistant”. Skid resistant should be reinstated as the fifth bullet point. The Employer Vice-Chairperson said that “where necessary” should be added after “skid resistant”. The Meeting adopted the paragraph, as amended.

3.1.3. Lighting

Paragraph 147

- 166.** The Employer Vice-Chairperson expressed concern regarding the proposed increase in the minimum level of illumination. The infrastructure development required and cost incurred by making that change in large-scale industrial environments would be considerable. While the use of emerging technologies should be encouraged, it could not be imposed the world over.
- 167.** Paragraph 147 was adopted in its original wording.

3.1.4. Fire precautions

3.1.4.1. General requirements

Paragraph 160

- 168.** The Employer Vice-Chairperson said that a footnote referencing the United States Occupational Safety and Health Association Guidelines and the National Fire Protection Association Guidelines could be useful in paragraph 160. The paragraph was adopted, as amended.

3.2. Traffic routes

3.2.1. Roadways

Paragraph 198

- 169.** The Government Vice-Chairperson said that “, security measures” should be inserted after “operational needs”. The Workers’ group spokesperson agreed, provided “where applicable” could be added after “security measures”. The Employer Vice-Chairperson said that “employees and transport” should be deleted, “visiting” should be replaced by “and visitors to”. The paragraph was adopted, as amended.

Paragraph 199

- 170.** The Government Vice-Chairperson proposed that “including speed limits” should be inserted after “appropriate warning signs”. Paragraph 199 was adopted, as amended.

3.3. Cargo-handling areas

3.3.4. Fencing

Paragraph 228

171. The Government Vice-Chairperson said that the minimum height for fencing should be amended from “1 m high” to “1.1 m high”, in line with ISO 14422. Figure 8 should be amended accordingly. Paragraph 228 was adopted, as amended.

3.3.5. Quayside ladders

Paragraph 232

172. The Employer Vice-Chairperson queried the proposal to change the requirement on the spacing of quayside ladders from 50 m to 30 m. Such a change would not be practicable in many ports, and in some cases could impede the berthing of ships. Since legislation in some countries stipulated a maximum distance of less than 50 m, the words “or according to national law” could be added at the end of the paragraph. Paragraph 232 was adopted, as amended.

3.3.6. Life-saving equipment

Paragraph 251

173. The Employer Vice-Chairperson suggested replacing from “for example” to the end of the paragraph by “wherever there is a possibility that they may fall into the water while carrying out their duties”. The paragraph was adopted, as amended.

3.5. Access to terminal buildings, structures and plant

3.5.3. Fixed ladders and walkways

Paragraph 283

174. The Government Vice-Chairperson expressed concern that no fencing was shown in figure 15. It was suggested that a disclaimer be added, to the effect that for the purposes of clarity, no fencing was shown.

175. Paragraph 283 was adopted, as proposed, with the addition of the agreed disclaimer to figure 15.

Paragraph 285

176. The Employer Vice-Chairperson queried why the Office proposed increasing the minimum height for ladders to be fitted with guard hoops. The Workers’ group spokesperson said that such an increase was a reduction in standards. The original measurement of 3 m should be reinstated.

177. The Government Vice-Chairperson proposed the addition of a fourth bullet point stipulating the height at which guard hoops should start. The Workers’ group spokesperson said that the stipulated height should be 2.2 m in line with ISO 14122. Paragraph 285 was adopted, as amended.

Paragraph 286

178. In light of the foregoing, the Meeting rejected the Office proposal to increase the minimum height at which vertical ladders should be provided with intermediate platforms. The paragraph was adopted in its original wording.

3.6. Terminal plant and equipment

3.6.2. Mobile equipment

Paragraph 346

179. The Employer Vice-Chairperson expressed concern that emergency stop buttons in personnel cages could be dangerous and recommended that the paragraph be deleted. The Workers' group spokesperson disagreed and said that if any emergency situation occurred whereby the crane operator was not able to stop the movement, the workers should be able to do so. The Government Vice-Chairperson said that his group agreed with the workers. Paragraph 346 was adopted, as proposed.

Paragraph 351

180. The Government Vice-Chairperson proposed that the word "Emergency" be added before "stopping devices" as the first word of the paragraph. Paragraph 351 was adopted, as amended.

3.6.4. Electrical equipment

Paragraph 368

181. The Employer Vice-Chairperson said that the word "volts" should be added after "29". The Meeting agreed and adopted the paragraph, as amended.

3.7. Bulk cargo terminals

3.7.2. Bulk liquids and gases

Paragraph 396

182. The Employer Vice-Chairperson said that other relevant codes of practice should be referenced in paragraph 396, as well as the *International Safety Guide for Oil Tanks and Terminals*. His group would provide the necessary references to be included.

183. Paragraph 396 was adopted on that understanding.

3.8. Container terminals

3.8.7. Reefer (temperature-controlled containers) storage areas

Paragraph 427

- 184.** The Employer Vice-Chairperson proposed adding the words “unless specifically permitted by national laws and regulations” at the end of the paragraph. The Workers’ group and the Government group disagreed, and the Meeting adopted the paragraph, as proposed.

Paragraph 429

- 185.** Following a discussion on PPE, the Meeting decided to amend the paragraph to read: “Personal protective equipment should be worn by portworkers assigned to ...”. A paragraph describing the PPE assigned to reefer workers should be added to the section on PPE. The paragraph was adopted, as amended.

- 186.** The Meeting decided to insert proposed paragraph 1106 as the final paragraph in the subsection.

3.9. Passenger terminals

Paragraph 436

- 187.** The Employer Vice-Chairperson said that the words “and/or vehicle” should be added to the end of the paragraph, since passenger transport vehicles, such as golf carts could be used on the passenger ramp. The paragraph was adopted, as amended.

3.10. Roll-on-roll-off (ro-ro) terminals

3.11. Warehouses and transit sheds

3.12. Gatehouses and quay offices

Paragraph 462

- 188.** The Employer Vice-Chairperson said that the words “and have or be near welfare facilities” should be deleted, since it was not always practicable. The Government group and the Workers’ group disagreed, since accommodation would be needed for drivers who stayed outside the gate. The paragraph was adopted, as proposed.

3.13. Port railways

3.14. Tenders and work boats

Paragraphs 483 and 484

- 189.** The Government group co-spokesperson, speaking on behalf of the observer expert of the Government of Ecuador, proposed merging paragraphs 483 and 484. Paragraph 483 was adopted, as amended, and paragraph 484 was deleted.

Paragraph 485

- 190.** Following a discussion on the wording of the first bullet point in paragraph 485, the Meeting decided to delete it, as the point it raised had been accounted for in the revised version of paragraph 484. The expert of the Government of China proposed that “experienced” be replaced by “trained” in the second bullet point. The paragraph was adopted, as amended.

3.15. Personal protective equipment

Paragraphs 487–500

- 191.** The expert of the Government of the Netherlands proposed that sections 3.15 and 6.1.8, which both addressed issues related to PPE, should be merged to form a new comprehensive chapter on PPE. The Meeting agreed to form a working group, to be led by the expert of the Government of the Netherlands and comprising two experts from each group, which would draft a new chapter on PPE, using the proposed sections 3.15 and 6.1.8 as the basis for its work.

4. Lifting appliances and loose gear

4.1. Basic requirements

4.1.2. Brakes

Paragraph 505

- 192.** The Employer Vice-Chairperson proposed adding a final bullet point at the end of the paragraph: “– when an overspeed is detected”. The Meeting agreed and adopted the paragraph, as amended.

4.1.5. Controls

Paragraph 523

- 193.** The Government group co-spokesperson said that “to prevent inadvertent movement” should be replaced by “to maintain permanent control of movement”, since the “dead man’s” control was to ensure safety and keep operations constant, thus preventing accidents. The Workers’ group spokesperson disagreed and said that the purpose of the “dead man’s” control was to prevent inadvertent movement. The Employer Vice-Chairperson suggested deleting the word “permanent”. The expert of the Government of the Netherlands proposed that the reference to maintaining control be added after “inadvertent movement”. The end of

the paragraph would thus read: “to prevent inadvertent movement and maintain control”. The paragraph was adopted, as amended.

4.1.8. Operator’s cab

Paragraph 531

194. The Employer Vice-Chairperson proposed inserting the words “be ergonomically designed to” between “should” and “provide” in the first sentence. The Meeting agreed to that proposal. He also proposed adding two further bullet points at the end of the paragraph, to read: “– where practicable a seat for a trainer” and “– air conditioning and filtering”. The Workers’ group spokesperson said he could agree to the first proposed addition, but wished to replace “air conditioning” by “climate control” in the second. The paragraph was adopted, as amended.

4.1.14. Maintenance

Paragraph 552

195. The Employer Vice-Chairperson proposed that the words “until those components are replaced or recertified” should be added at the end of the first sentence. The words “in line with the designer’s and manufacturer’s recommendations” should be added at the end of the second sentence. The Worker Vice-Chairperson proposed “replaced and recertified” rather than “replaced or recertified”. The expert of the Government of the Netherlands proposed “replaced or refurbished and recertified” rather than “replaced and recertified”, since some components were no longer manufactured and therefore could not be replaced. The Meeting agreed and the paragraph was adopted, as amended.

4.2. Testing, thorough examination, marking and inspection of lifting appliances and loose gear

4.2.4. Thorough examination

Paragraph 569

196. The Employer Vice-Chairperson asked why slewing rings were specifically mentioned and said it would be preferable not to include any specific examples in paragraph 569. The Workers’ group spokesperson said that there had been incidences in which cranes aboard ships had collapsed, since they received less maintenance than the equipment in ports. The slewing ring was not specifically considered in any guidance or classifications as being included in thorough annual inspections. The lack of maintenance had caused cranes to collapse. The Employer Vice-Chairperson suggested deleting the words “including slewing rings in the case of pedestal cranes” and adding an additional sentence at the end of the paragraph, to read: “Particular attention should be given to equipment that may be maintained on a less regular basis, including slewing rings in the case of pedestal cranes”. The Workers’ group spokesperson agreed to that suggestion.

197. The Government group co-spokesperson said that inspections should be carried out in line with designers’ and manufacturers’ recommendations. The Workers’ group Vice-Chairperson said that the paragraph was worded in line with ILO Convention No. 152. Leaving inspections to the requirements of the manufacturers and designers would lose the element of setting an international standard. The expert of the Government of the Netherlands suggested that the first sentence be revised to read: “Lifting appliances should

be thoroughly examined in line with the designer's and manufacturer's recommendations, but at least once every 12 months or after any repair or malfunction".

198. Paragraph 569 was adopted, as amended.

4.2.5. Test and examination reports, registers and certificates

Paragraph 577

199. The Employer Vice-Chairperson said that the model form should be included as an annex. The paragraph was adopted, as proposed.

4.2.7. Inspection

Paragraph 598

200. The Government group co-spokesperson said that the words "in line with the designer's and manufacturer's recommendations" should be inserted after "inspected". The word "responsible" should be replaced by "competent". The Employer Vice-Chairperson said that "and in compliance with any applicable national and international standards" should be added after "recommendations". Paragraph 598 was adopted, as amended.

4.3. Lifting appliances

4.3.2. Shore cranes

Paragraph 615

201. The Employer Vice-Chairperson said that "some of" should be added before "the guidance" at the start of the last sentence. The words "rail-mounted cranes aboard a ship" should be replaced by "shipboard cranes". The paragraph was adopted, as amended.

Paragraph 627

202. The Employer Vice-Chairperson said that the word "electronic" should be inserted between "suitable" and "sensors". The Workers' group spokesperson said his group would prefer to insert the words "limit switches and/or proximity". The Meeting agreed and adopted the paragraph, as amended.

Paragraph 630

203. The Employer Vice-Chairperson proposed adding, at the end of the paragraph, a new sentence to read: "Spreaders in 40-foot mode should be fitted with twin 20-foot detectors.". The Meeting agreed and adopted the paragraph, as amended.

4.3.3. Lift trucks

Paragraph 640

204. Paragraph 640 was adopted, as proposed.

205. With regard to figure 37, the Government Vice-Chairperson said that the words “and restraint system” should be added to the title, to read: “driver protection on mast and restraint system omitted for clarity”. The Meeting agreed to that proposal.

Paragraph 641

206. The Employer Vice-Chairperson proposed the addition of a final bullet, “– be manufactured to comply with applicable noise level regulations”. The expert of the Government of Nigeria said that not all countries manufactured trucks. He therefore suggested adding “or adapted” after “manufactured”. Paragraph 641 was adopted, as amended.

Paragraph 651

207. The Government Vice-Chairperson proposed replacing “that operates” by “that can be properly heard by concerned workers in the vicinity and warning lights that operate” in the first sentence. A new sentence should be added at the end of the paragraph to read: “When reversing, the driver should use cameras and/or turn the seat/chair, if available.”. The Employer Vice-Chairperson suggested replacing “properly heard” by “easily heard”. The word “concerned” should be deleted. “If available” should be replaced by “in the direction of travel, if possible”. It was so agreed.

208. Responding to the Workers’ group spokesperson’s concerns that cameras should never be relied on, the Employer Vice-Chairperson suggested deleting “use cameras” and adding a new sentence at the end of the paragraph to read: “As a last resort, cameras may be used.”. The expert of the Government of the United States specified that cameras should be used as an aid, not as a primary source of information. The Employer Vice-Chairperson proposed adding “and proximity sensors” after “cameras”.

209. Responding to the Workers’ group spokesperson’s concerns that cameras should never be relied on, the Employer Vice-Chairperson suggested deleting “use cameras” and adding a new sentence at the end of the paragraph to read: “As a last resort, cameras may be used.”. The expert of the Government of the United States specified that cameras should be used as an aid, not as a primary source of information. The Employer Vice-Chairperson proposed adding “and proximity sensors” after “cameras”. The Workers’ group spokesperson suggested strengthening the language in the last sentence to read: “As a last resort, cameras and proximity sensors should strictly be used only to assist the driver where available.”. The expert of the Government of the United States said that “As a last resort” should be deleted. Paragraph 651 was adopted, as amended.

210. The Government Vice-Chairperson said that the first illustration in figure 39 should be replaced by one that did not show a load on the truck. The driver appeared to have no visibility owing to the incline. The Meeting agreed.

Paragraph 658

211. The Employer Vice-Chairperson proposed the addition of a new final sentence to read: “Where a seatbelt or restraint is fitted it should be worn”. The Meeting agreed and adopted the paragraph, as amended.

Paragraph 667

212. The Employer Vice-Chairperson proposed replacing the last sentence in paragraph 667 by: “The permissible load or rating plate should show the safe working load of the truck at various load centres and lift heights and where applicable with attachments fitted that alter that rating.”. The caption above figure 40 should read: “Load or rating plate of a lift truck”.

213. The Meeting agreed to amend the caption above figure 40 and adopted paragraph 667, as amended.

Paragraph 678

214. The Employer Vice-Chairperson suggested adding a new sentence at the end of paragraph 678 to read: “There should be a pre-use check before”. The Workers’ group spokesperson agreed and suggested adding the words “commencement of the job” at the end of the sentence. The Meeting agreed and adopted the paragraph, as amended.

4.4. Loose gear

4.4.6. Other loose gear

Paragraph 746

215. The Employer Vice-Chairperson proposed that the last sentence of the paragraph should be deleted. The Workers’ group spokesperson disagreed and said that that if a displacement prevention device was missing, portworkers should have an alternative to allow them to carry out tasks without interruption. The sentence should therefore be retained. The Employer Vice-Chairperson said that the words “As a last resort” should be added at the beginning of the sentence. He also suggested adding an illustration to explain how to use a short wire sling with eyes at both ends in a safe manner as a last resort. The Workers’ group spokesperson offered to develop a graphic to serve that purpose. Paragraph 746 was adopted, as amended.

Paragraph 752

216. The Employer Vice-Chairperson proposed adding the phrase “As a last resort” at the beginning of the second sentence to clarify that the option offered should be taken only when others were not available. The Meeting agreed and adopted the paragraph, as amended.

Paragraph 760

217. The Employer Vice-Chairperson suggested adding a new first bullet point: “– an electro-permanent magnet;”. The paragraph was adopted, as amended.

5. Safe use of lifting appliances and loose gear

5.1. Basic requirements

5.2. Lifting appliances

5.2.4. Lift trucks

5.2.4.2. Safe use

Paragraph 862

- 218.** The Employer Vice-Chairperson suggested adding “(for example a banksman or signaller)” after “observer” in the sixth bullet point. At end of the bullet, he proposed adding, “. The use of forward vision cameras may also be considered.” There had been several worker fatalities in the United Kingdom and Europe that resulted from drivers not being able to see past their loads. The Workers’ group spokesperson cautioned that such cameras were only to be used as an aid, since reliance on such devices was fraught with danger. He discouraged any suggestion of using cameras to move forward blindly.
- 219.** In view of the Workers’ group’s concerns, the Employer Vice-Chairperson suggested replacing “be considered” with “may assist but should not be relied on”. The Government Vice-Chairperson supported that proposal. Following further discussion of the advantages, disadvantages and potential dangers of the use of cameras, the Employer Vice-Chairperson proposed adding “but should be used with caution” at the end of the sentence. The Workers’ group spokesperson agreed and proposed adding “as an aid” before “but should”. The Employer Vice-Chairperson then suggested deleting “the use of”. The expert of the Government of the United States proposed replacing the term “observer” with “a banksman or signaller”.
- 220.** The sixth bullet point would thus read: “if the load obscures forward vision, the truck should be driven in reverse, or a banksman/signaller should be used; forward vision cameras may also assist as an aid but should be used with caution.” The Meeting agreed and adopted paragraph 862, as amended.

Paragraph 872

- 221.** The Workers’ group spokesperson said that the paragraph was very similar to paragraph 1115 and should therefore be deleted. The Meeting agreed that paragraphs on batteries should be consolidated in a new subsection entitled “Batteries” to be inserted into section 6.1.6. Operational maintenance, after paragraph 1059. Paragraph 872 was deleted.

New subheading: Batteries

- 222.** The Meeting agreed to insert a new subsection heading, “Batteries”.

New paragraph

- 223.** The Meeting agreed to move the text of paragraph 1115 to the new subsection on batteries. The Government Vice-Chairperson suggested replacing: “The batteries of an AGV” by “Batteries”. The word “experienced” should be replaced by “trained”. In the second

sentence, the word “also” should be inserted between “should” and “have”. The final sentence should be deleted. The new paragraph was adopted, as amended.

5.2.4.3. Reach trucks/reach stackers

Paragraph 875

224. The Employer Vice-Chairperson asked what was meant by “reach legs”. Explanations of the terms “reach tanker” and “outrigger” were provided by the Workers’ group spokesperson and the expert of the Government of the United States, following which the Employer Vice-Chairperson suggested adding “/outriggers/stabilizer legs” after “reach legs”. The paragraph was adopted, as amended.

Paragraph 876

225. In light of the amendment to paragraph 875, the Government Vice-Chairperson proposed replacing paragraph 876 by: “When reversing the driver should use a camera monitoring system and/or proximity sensors if available”. The Workers’ group spokesperson said that “should” should be replaced by “could” and “as an aid” should be added at the end of the sentence. Paragraph 876 was adopted, as amended.

5.2.5. Other lifting appliances

Paragraph 888

226. The Government Vice-Chairperson suggested, in the first sentence, inserting “operational” before “platforms (figure 61)”. The Meeting agreed to that proposal.

227. The Government Vice-Chairperson proposed adding “and should install the protection equipment for over-elevation and the operational platform” at the end of the sentence. The Employer Vice-Chairperson said that while he agreed in principle with the proposed amendment, he would prefer to add, at the end of the sentence: “which should be fitted with over-elevation protection. He also proposed replacing “on” by “with” before “fully guarded” in the first sentence. The expert of the Government of the United States added that those measures should be taken in line with national laws; in some situations, in particular with regard to maintenance and repair work, over-elevation protection could be problematic. He therefore proposed adding “in accordance with national laws and regulations” after “over-elevation protection”. Paragraph 888 was adopted, as amended.

228. Following a discussion with regard to a graphic provided by the expert of the Government of the Republic of Korea which showed protection equipment for elevation on operational platforms required under the Korean Occupational Safety and Health Act, the Meeting decided to add, after the title of figure 61, the words: “(illustrative of the type of equipment, may not include all types of safety equipment”).

Paragraph 889

229. The Employer Vice-Chairperson proposed that the words “it is not operated in adverse weather conditions;” should be added as the first bullet point in paragraph 889. A new penultimate bullet point should also be added, to read: “fall protection should be used, unless working over water.” The expert of the Government of the United States and the Workers’ group spokesperson disagreed with the second proposal, since it was preferable to have the worker clipped into the mobile elevating work platform, which would hold the worker’s weight in the event of a fall and prevent them from hitting the water.

230. Following further discussion on the implications of using fall protection and on consistency of terminology, the Employer Vice-Chairperson suggested that the new penultimate bullet point should read: “fall arrest equipment should be used;”. The Workers’ group spokesperson proposed the addition of a subsequent bullet point to read: “the equipment should be pre-checked before use.”. Paragraph 889 was adopted, as amended.

Paragraph 892

231. The Employer Vice-Chairperson suggested replacing the second bullet point by: “lifting appliances should be of the same type, or compatible;”. The Workers’ group spokesperson proposed deleting “of the same type, or” and adding “and operate in the same manner” at the end of the bullet point. Paragraph 892 was adopted, as amended.

5.3. Loose gear

5.3.4. Other loose gear

Paragraph 973

232. The Employer Vice-Chairperson suggested adding “and monitored on a continuous basis” at the end of the first sentence. The Meeting agreed and adopted the paragraph, as amended.

Paragraph 976

233. Following a discussion about the term “portworkers’ store” it was decided to replace the word “portworkers” by “lifting gear”. The Meeting adopted the paragraph, as amended.

5.4. Signallers

Paragraph 1003

234. The Workers’ group spokesperson proposed replacing the words “should fail safe” in the first sentence by “should be fail safe”. The paragraph was adopted, as amended.

6. Operations on shore

6.1. General provisions

6.1.1. General requirements

Paragraph 1019

235. The Government group expressed concern regarding the Office proposals to amend the fourth bullet point. Greater clarity with regard to guidance on logbook entries and inspection would be preferable. The Employer Vice-Chairperson suggested deleting the words after “use”. A new penultimate bullet point should be added: “periodically inspected at appropriate intervals by a competent person and a written record kept;”. The expert of the Government of the United States proposed adding “as required by national legislation or recommended by designers or manufacturers” at the end of the new penultimate bullet point. Paragraph 1019 was adopted, as amended.

6.1.2. Access arrangements

Paragraph 1029

236. The Employer Vice-Chairperson proposed the addition of a new bullet point at the beginning of the paragraph, to read: “inspect it before use for defects”. Paragraph 1029 was adopted, as amended.

6.1.8. Use of personal protective equipment (PPE)

237. The working group assigned to reorganize sections 3.15 and 6.1.8 into a more comprehensive section presented their proposal to the Meeting. The expert from the Government of the Netherlands stated that the task of the working group was to identify duplications and to re-arrange the paragraphs. The Meeting agreed with the suggestion of the working group to move most of the two subsections into a new PPE chapter that would be placed after the original Chapter 9. Health. The new section entitled “Personal protective equipment” would include four subsections on general requirements, selection of PPE, usage of PPE, and storage and maintenance of PPE.

Paragraphs 1072 and 1073

238. The Meeting agreed to leave paragraphs 1072 and 1073 as originally drafted in this section.

6.2. Cargo packaging

Paragraph 1082

239. The Workers’ group spokesperson said that reference should be made to the ILO Marking of Weight (Packages Transported by Vessels) Convention, 1929 (No. 27). He therefore proposed that a new first bullet point should be added, to read: “– in line with ILO Convention No. 27, Article 1(1), if the package weighs one metric tonne or more, the weight should be plainly and durably marked upon it on the outside”.
240. The Employer Vice-Chairperson suggested that the reference to Convention No. 27 would be better placed in the chapeau of the paragraph at the end of the first sentence. The words “This may include:” should be replaced by “other information may include:”. The Meeting adopted the paragraph, as amended.

New paragraph following paragraph 1083

241. The Workers’ group spokesperson proposed the addition of a new paragraph, in line with ILO Convention No. 27, to read: “If packages weighing under 1 metric tonne are to be loaded in a container destined for sea voyage, each package should be weighed individually unless it forms part of an identical shipment of packages and will be used as method number 2 of the *IMO Guidelines regarding the verified gross mass of a container carrying cargo*.”.
242. The Employer Vice-Chairperson disagreed. ILO Convention No. 27 had been adopted in 1929 when containers had not existed and was therefore not always in line with modern practice. While he acknowledged that the Convention remained a relevant instrument, the proposed new paragraph could have too many problematic implications.
243. The proposal to add the new paragraph was rejected.

Paragraph 1096

244. The Meeting agreed to add a footnote referring to the IMO/ILO/UNECE *Code of Practice for Packing Cargo Transport Units*.

6.3. Container operations

6.3.1. Control of container operations

6.3.1.1. General requirements

Paragraph 1106

245. The Employer Vice-Chairperson agreed with the proposed wording of the paragraph but proposed that it be moved to the beginning of section 3.8.7. Reefers. It was so agreed.

Paragraph 1115

246. Paragraph 1115 was moved to the new subsection on batteries after paragraph 1059.

New subsection: Automated container terminals

247. The Employer Vice-Chairperson proposed the insertion of a new subsection heading on automated container terminals (ACTs) after paragraph 1115. The Meeting agreed to that proposal.

New paragraph

248. The Employer Vice-Chairperson proposed the addition of a new paragraph, to read: “Automated container terminals vary significantly in the degree of automation involved but basically consist of three main areas of operation:

- loading and unloading of ships using automated (or typically semi-automated or remote control) ship-to-shore (STS) quayside cranes;
- transferring containers to and from the STS by the use of automated guided vehicles (AGVs);
- stacking and destacking of import and export containers in the stacking yard normally abbreviated to “transferring” by automated stacking cranes (ASCs).

Such operations are controlled and managed by sophisticated computer systems, the so-called Terminal Operating System (TOS). Some automated terminals run an Equipment Control System (ECS) rather than a traditional TOS. Many automated terminals also now have automated processes at the in-gates and out-gates where visiting truck drivers check containers in and out. In any operation, such as those described above, where automated machinery interacts with portworkers and others, sophisticated and fail-safe protection systems should be in place and fully utilized.”.

249. The Workers’ group spokesperson proposed adding the words “, sometimes under supervision of portworkers.” after “check containers in and out”. The paragraph was adopted, as amended.

New paragraph

- 250.** The Employer Vice-Chairperson proposed the addition of a new paragraph, to read: “Semi-automated container terminals vary in that some operations are still carried out by plant and machinery operated by portworkers, for example straddle carriers or tugmasters and trailers to transfer containers to the stacking yard. It is therefore essential to ensure there are robust systems in place to ensure portworkers cannot enter the controlled zones.”.
- 251.** The Workers’ group spokesperson proposed, after “straddle carriers or”, inserting “tractors/” before “tugmasters”. The paragraph was adopted, as amended.

Paragraph 1116

- 252.** The Workers’ group spokesperson proposed that paragraph 1116 be replaced by: “When AGVs are activated to transport containers from cranes in the container-stacking area, the area in which the AGV has access should be entirely fenced off and secured against access by vehicles and pedestrians. No access to this fenced area should occur without the approval of the automated container terminal (ACT) main control station. To avoid accidents, AGV movement should cease and be prevented from reoccurring whenever personnel requires access to the area.”.
- 253.** Following informal consultations, the Employer Vice-Chairperson proposed rewording the paragraph to read: “In AGV-operated ACTs, the AGV operation area should be entirely fenced off so a safe-zone is created. Fencing should be totally enclosed physical barriers, but where access gates are necessary, for maintenance staff entry for example, these should be electronically controlled and can only be opened by the main terminal control station, whereupon AGV motion would automatically cease and be prevented from starting up again until portworkers are clear of the area. Many terminals have a sophisticated fence control system.
- 254.** The Workers’ group spokesperson said that, while he could agree with that proposal in general, he wished to replace the last sentence by the final two sentences of his original proposal: “No access to this fenced area should occur without the approval of the automated container terminal (ACT) main control station. To avoid accidents, AGV movement should cease and be prevented from reoccurring whenever personnel requires access to the area.” It was so agreed.
- 255.** The Government group spokesperson proposed the addition of a final sentence, which was amended by the Workers’ group and further subamended by the Employers’ group, to read: “The area requiring human access should be isolated by physical means from automated equipment movement.”. Paragraph 1116 was adopted, as amended.

New paragraph

- 256.** The Workers’ group spokesperson proposed the insertion of a new paragraph to read: “safety systems should be installed on AGVs that prevent the movement of the AGV whenever an object blocks its path. This safety system should include an audible alarm and a warning light”.
- 257.** Responding to a query from the expert of the Government of Germany, the Workers’ group spokesperson confirmed that the safety systems included all hardware and software. The expert of the Government of Germany requested that the words “including hardware and software” be inserted after “safety systems”. It was so agreed.
- 258.** The Employer Vice-Chairperson proposed that the paragraph be revised to read: “AGVs should be fitted with safety systems including hardware and software that prevent the

movement of the AGV when: it detects the presence of an object blocking its path; it loses its guidance or tracking signal; or its speed varies beyond its normal parameters. This safety system should include an audible alarm and a warning light.”. The Meeting adopted the new paragraph, as amended.

New paragraph

- 259.** The Employer Vice-Chairperson proposed the insertion of a new paragraph, to read: “Where ASCs are used to operate in the stacking yard there should similarly be a “safe-zone” usually protected by laser curtains and/or sensor interlocks that stop the ASC from operating if the presence of a portworker or visiting truck driver is detected inside the safe-zone.”.
- 260.** Following a discussion in which the expert of the Government of Germany expressed concerns that laser curtains could be affected by cold weather or fog and thus could not always guarantee safety, the Government group proposed an amendment, subsequently subamended by the Workers’ and Employers’ groups, to replace “usually protected by laser curtains and/or sensor interlocks that stop the ASC from operating if the presence of a portworker or visiting truck driver is detected inside the safe-zone.” by a new sentence, which would read: “The area requiring human access should be isolated by physical means, including laser curtains and/or sensor interlocks, from automated equipment movement.”. The new paragraph was adopted, as amended.

New paragraph

- 261.** The Workers’ group spokesperson proposed the addition of a new paragraph to read: “In the process of loading or unloading a vessel, there should be radio communication between the crane operator and a portworker on the deck of the vessel that monitors the crane’s operation. To ensure the safety of the operation, the portworker on deck should be trained and qualified to provide all necessary information and instructions to the crane operator. Communication between a portworker on deck and the crane operator is even more essential if the STS crane is remotely controlled. The radio communication facilities should be well maintained and kept in good working order.”.
- 262.** The Employer Vice-Chairperson agreed with the proposal and suggested inserting “where STS are remotely controlled” after “unloading a vessel,” in the first sentence. The Workers’ group spokesperson agreed, and said that the word “especially” should be inserted before “where”. It was so agreed.
- 263.** The Employer Vice-Chairperson proposed adding: “, and checks for faulty twistlocks, etc.” at the end of the first sentence. In the second sentence, “the portworker on deck” should be replaced by “any portworker on deck”, and the word “suitably” should be inserted before “trained”. The third sentence should be deleted. At the end of the final sentence, he proposed adding the words “, should it fail for any reason, then operations should cease until communications are restored.”. The new paragraph was adopted, as amended.

New paragraph

- 264.** The Employer Vice-Chairperson proposed the addition of a new paragraph to read: “During loading and discharge in some ACTs it will still be necessary for portworkers to remove and replace semi-automatic twistlocks (SATLs) and fully automatic twistlocks (FATLs). It is essential that such workers are separated from the AGV zone and this can be achieved by undertaking twistlock removal and replacement on the sill beam of the STS (also protected by fencing or electronic sensors to prevent unexpected contact with moving machinery) or in a fenced-off area under the back-reach of the STS preventing access to the AGV area”.

-
- 265.** The Government Vice-Chairperson proposed ending the second sentence after “AGV zone” and replacing “this” by “One example of this protection”. The expert of the Government of the Netherlands suggested replacing “protection” by “separation”. The new paragraph was adopted, as amended.

New paragraph

- 266.** The Workers’ group spokesperson proposed the addition of a new paragraph, to read: “In accordance with national laws and regulations, cranes should also be accessible for emergency personnel (paramedics) so that a crane driver can be safely removed if he or she is incapacitated.”.
- 267.** The Employer Vice-Chairperson proposed adding to the end of the paragraph: “This would also apply to RMGs, RTGs, straddle carriers, etc. that are manually driven. Unless there is an accessible ladder, the cab should be equipped with a self-lowering rescue device in the event the operator has to evacuate the cab immediately. Operators should be trained in the use of this equipment.”. The new paragraph was adopted, as amended.

New paragraph

- 268.** The Workers’ group spokesperson proposed the addition of a new paragraph to read: “In accordance with national laws and regulations, adequate rest should be provided for portworkers remotely operating automated cranes.”.
- 269.** The Employer Vice-Chairperson proposed, after “regulations”, replacing the rest of the paragraph by: “workstations designed for remote crane operation should be ergonomically designed, fully adjustable to suit all operators and secure from unauthorized entry. Port employers should ensure that the demands of the workload on remote crane operators allow them to take regular and frequent breaks from their operating position, ideally these breaks should allow the operator a chance to move or change their posture. Where the nature of work prevents the operators’ discretion about when to take a break, employers should ensure that the task is designed to incorporate regular breaks: this could be a change of work activity where the use of a visual display unit is not required. In safety critical or emergency situations, the operational need should take priority over the need for strict adherence to taking breaks. Preferably a break of five to ten minutes’ duration should be taken every hour; breaks should not be accumulated into larger breaks.”.
- 270.** The Workers’ group spokesperson said the words “safety critical or” should be deleted from the fourth sentence. The Meeting adopted the new paragraph, as amended.

6.3.1.4. Entry to stacking areas

Paragraph 1139

- 271.** The Government Vice-Chairperson proposed adding the words “and exit” to the third bullet point.
- 272.** The Meeting agreed and adopted paragraph 1139, as amended.

6.3.2. Container-stacking areas

Paragraph 1147

273. The Employer Vice-Chairperson proposed inserting the words: “including empty container” between “container stacking” and “area”. The Meeting agreed and adopted the paragraph, as amended.

6.3.3. Container handling and lifting

Paragraph 1159

274. The Employer Vice-Chairperson proposed that the words “or its representative” be deleted. The words “portworkers from working” should be replaced by “anyone from being” since no one should be under a suspended container. The Workers’ group spokesperson agreed and proposed replacing the words “port employer” by “supervisor”. The Government Vice-Chairperson proposed adding a second sentence, to read: “Access to the lifting zone should be restricted.”. Paragraph 1159 was adopted, as amended.

Paragraph 1173

275. The Workers’ group spokesperson proposed that paragraph 1173 be replaced by: “The insertion or removal of any SATL/FATLs exposes portworkers performing this work to significant hazards. Safety protocols and devices should be installed to ensure that portworkers inserting or removing SATL/FATLs do not come into unexpected contact with the container-handling equipment (figure 80). This particularly applies to automated terminal operations.”.

276. The paragraph was adopted as proposed by the Workers’ group.

6.4. Conveyors

6.5. Electrical equipment

6.6. Forest products

6.6.1. General requirements

Paragraph 1230

277. The Workers’ group spokesperson said that after “dry timber” the words “and should be marked as approximate, as per ILO Convention No. 27”. The Meeting agreed and the paragraph was adopted, as amended.

6.6.2. Storage

Paragraph 1232

278. The Employer Vice-Chairperson suggested that the words “or chimney” be inserted before “stacks”. The Meeting agreed and adopted the paragraph, as amended.

6.9. Machinery (general)

Paragraph 1286

- 279.** The Employer Vice-Chairperson suggested deleting the word “fixed” at the beginning of the paragraph, since fixed machinery was already secure. The Meeting agreed and adopted the paragraph, as amended.

Paragraph 1288

- 280.** The Employer Vice-Chairperson proposed inserting “and/or protected” in-between the words “guarded” and “by”. The Meeting agreed and the paragraph was adopted, as amended.

6.10. Mobile equipment (general)

6.10.1. General requirements

Paragraph 1295

- 281.** The Employer Vice-Chairperson proposed adding a new sentence at the end of the paragraph to read: “Mobile telephones and personal electronic devices should not be used at any time while working.”. The Meeting agreed and adopted the paragraph, as amended.

6.10.2. Internal movement vehicles

Paragraph 1304

- 282.** The Employer Vice-Chairperson proposed replacing the paragraph by: “When a vehicle is stationary for any period of time the engine should be switched off.”. The Meeting agreed and adopted the paragraph, as amended.

6.11. Liquid bulk cargoes

6.12. Logs

6.13. Mooring operations

Paragraph 1374

- 283.** The expert of the Government of the Netherlands proposed that the words “safety footwear” be replaced by “protective footwear”. The Meeting agreed and the paragraph was adopted, as proposed.

6.14. Pallet handling

6.15. Passenger terminals

6.16. Rail operations

6.16.1. General requirements

Paragraph 1411

- 284.** The Employer Vice-Chairperson said that the word “over” should be deleted. The Workers’ group spokesperson disagreed and said that the intention of the paragraph was to prevent people from moving through or over a set of railway vehicles as a shortcut. He therefore suggested adding at the end of the paragraph “, unless required as part of a controlled operation”. The paragraph was adopted, as amended.

6.17. Roll-on-roll-off (ro-ro) operations

6.18. Scrap metal

6.19. Solid bulk cargoes

Paragraph 1489

- 285.** The Employer Vice-Chairperson proposed replacing the word “nefarious” by “hazardous” and inserting the words “at least” before “once a year”. The Meeting agreed and adopted the paragraph, as amended.

6.20. Stacking and stowing of goods

6.21. Steel and other metal products

6.21.3. Handling

Paragraph 1512

- 286.** The Employer Vice-Chairperson proposed adding a sentence at the end of the paragraph to read: “forklifts may be used in tandem, but only if it is safe to do so.”. The Meeting agreed and adopted the paragraph, as amended.

Paragraph 1513

- 287.** The Employer Vice-Chairperson proposed adding a new sentence at the end of the paragraph to read: “if necessary, for flexible sections or plate a “strongback”, which is held to the steel by the lifting slings, can be used.”. The Meeting agreed and adopted the paragraph, as amended.

6.22. Trade vehicles

New paragraph following paragraph 1531

288. The Government group spokesperson proposed a new paragraph to read: “Vehicles being loaded or unloaded as cargo should have their brakes and steering tested to make sure they are in good working condition before any movement is made”. The Employer Vice-Chairperson proposed the replacement text: “Portworkers loading or unloading vehicles as cargo, under their own power, should check that the brakes and steering have been tested before loading or unloading them.” The Workers’ group spokesperson added that consideration should be given to other issues such as checking lights and tyres. He therefore proposed that “brakes and steering have been tested” be replaced by “are safe to drive”. The new paragraph was adopted, as amended.

6.23. Traffic control

Paragraph 1542

289. The Employer Vice-Chairperson said that the additional text, as proposed by the Office, should be deleted, since speed limits on port premises should be a matter for national laws and practices. The Government Vice-Chairperson said that speed limits should be set by the port authority. The expert of the Government of the Netherlands considered that a risk assessment should be the source of guidance on speed limits in ports. The Employer Vice-Chairperson agreed and suggested that after the words “different limits may be” the rest of the second sentence should be replaced by: “established in different areas according to an assessment of the risks posed.”. Paragraph 1542 was adopted, as amended.

6.24. Warehouses and transit sheds

6.25. Confined spaces

7. Operations afloat

7.1. General provisions

Paragraph 1572

290. The Employer Vice-Chairperson said that in many cases it was common practice to lash and unlash cargo after the ship had left the quayside, he therefore did not agree with the Office’s proposed addition to the final bullet point in paragraph 1572. The Workers’ group spokesperson said that while it may be common practice, it was not a safe practice and therefore should be stopped. The expert of the Government of the United States said that the code of practice could not be applied to ships that were not berthed. The Workers’ group spokesperson said that if the cargo had been unlash at sea and potentially exposed to movement, it could become a potential danger to portworkers. The Employer Vice-Chairperson underscored that the code of practice could only be applied to ships in ports. He proposed that the final sentence of the bullet point be amended to read: “Cargoes should only be lashed/unlash when the ship is alongside the pier.”.

291. Paragraph 1572 was adopted, as amended.

Paragraph 1574

- 292.** The Employer Vice-Chairperson said that the word “lifting” should be inserted before “gear” at each occurrence in the paragraph. The Meeting agreed and the paragraph was adopted, as amended.

Paragraph 1575

- 293.** The Workers’ group spokesperson suggested deleting the words “during stevedoring operations”. It was so agreed.

- 294.** The Employer Vice-Chairperson proposed amending the paragraph to read: “Furthermore, if crew members are to utilize the stores crane, that use should not interfere with port work”. The Workers’ group spokesperson said that the intention of the paragraph was to ensure that stores cranes were in good condition. Even if the process was not interfering with port work, the crane – if not in good condition – could potentially fall. He therefore wished to add at the end of the Employers’ proposal: “The stores crane should be safe to operate.”. The Meeting adopted the paragraph, as amended.

Paragraph 1576

- 295.** The Employer Vice-Chairperson proposed adding the words “of this code of practice” at the end of the paragraph. The Meeting agreed and the paragraph was adopted, as amended.

7.2. Access to ships

7.2.1. General requirements

Paragraph 1583

- 296.** The Employer Vice-Chairperson proposed adding, at the end of the paragraph, a new sentence to read: “Where practicable, safety nets should be fastened top rail to top rail.”. The Meeting agreed and adopted the paragraph, as amended.

7.2.2. Accommodation ladders

Paragraph 1585

- 297.** The Employer Vice-Chairperson said that, in line with amendment to paragraph 1583, a new sentence should be added to the end of the paragraph to read: “Nets should be fastened top rail to top rail”. The Meeting agreed and adopted the paragraph, as amended.

7.2.5. Rope ladders (Jacob’s ladder)

- 298.** Following some discussion on the definitions of “rope ladder”, “Jacob’s ladder” and “pilot’s ladder”, the Meeting agreed to amend the subsection heading to replace “(Jacob’s ladder)” with “(pilot’s ladder)”.

Paragraph 1596

- 299.** The expert of the Government of the Netherlands suggested that the paragraph be reformulated to read: “A rope ladder should not be used. Pilot’s ladder should only be used

to provide access from a ship to a barge or similar vessel of lower freeboard”. It was so agreed.

- 300.** The Employer Vice-Chairperson said that the words “shows a pilot’s ladder” should be added after “figure 98” in brackets. Paragraph 1596 was adopted, as amended.

7.4. Hatches

7.5. Work in holds

7.5.2. Working practices

Paragraph 1674

- 301.** The Employer Vice-Chairperson said that since the issues addressed in the paragraph pertained to PPE, they were adequately addressed in the new chapter on PPE and the paragraph should therefore be deleted. Paragraph 1674 was deleted.

Paragraph 1676

- 302.** The Employer Vice-Chairperson proposed adding “or are being used for tandem lifting” after the words “union purchase” at the end of the final bullet point. The Workers’ group spokesperson agreed and proposed adding “that has been approved following a risk assessment” at the end of the Employers’ proposal. The Meeting adopted the paragraph, as amended.

Paragraph 1682

- 303.** The expert of the Government of Germany said he wondered whether it might be useful to mention a specific height, rather than “from a height that may cause injury”. The Employer Vice-Chairperson said that the height at which injury could be caused varied depending on other risk factors. The expert of the Government of Germany proposed adding the words “in accordance with risk assessment” at the end of the first sentence. The Meeting adopted the paragraph, as amended.

7.6. Work on deck

7.7. Shot cargo

7.8. Container ships

7.8.2. Deck working

Paragraph 1735

- 304.** The Workers’ group spokesperson suggested that the guidance in paragraph 1735 would be better placed at the beginning of the subsection. The words “the most recent editions of” should be inserted after “can be found in”. The Meeting adopted the paragraph, as amended, and agreed to move it to the beginning of the subsection.

Paragraph 1737

- 305.** The Meeting agreed to move paragraph 1737 to subsection 8.4.6. Handling and stowage of dangerous goods.

New paragraph following paragraph 1738

- 306.** The Workers' group spokesperson proposed the addition of a new paragraph at the end of the subsection, to read: "Container lashing exposes portworkers performing this work to significant hazards. Safety protocols and devices should be installed to ensure that portworkers performing lashing duties do not come into unexposed contact with the container-handling equipment. This particularly applies to automated terminal operations". The new paragraph was adopted as proposed by the Workers' group.

7.8.3. Container top working

Paragraph 1752

- 307.** The Workers' group spokesperson proposed replacing "protection" by "prevention", and to delete "(within 0.91 m of the unprotected edge of a work surface that is 2.44 m above the adjoining surface and 0.3 m or more horizontally, from the adjacent surface)." People should be protected from falls in every aspect of their work and specific heights were therefore irrelevant. The expert of the Government of the Netherlands pointed out that there was generally no hazard of falling into holes of less than 0.3 m. A definition of what constituted a falling hazard would therefore be useful. The Employer Vice-Chairperson proposed adding ", following a risk assessment," after "Port employers should". The paragraph was adopted, as amended.

7.9. Ro-ro ships

7.9.1. General requirements

Paragraph 1757

- 308.** The Employer Vice-Chairperson proposed replacing "fumes", "vapours" or other such terms by "emissions". "Any evidence of dust or other nuisances should be eliminated as needed" was misleading and should be deleted. The Workers' group spokesperson proposed deleting the words: "Any evidence of", rather than the whole sentence.
- 309.** After some discussion on the term "ongoing", the Workers' group spokesperson stated that ro-ros had enclosed spaces where machines kicked up dust and emissions, and therefore should be monitored on an ongoing basis. The expert of the Government of Kenya agreed.
- 310.** The Employer Vice-Chairperson said that "vehicle" should be deleted before "exhaust emissions", to read: "and exhaust emissions can affect health." The word "needed" at the end of the fourth sentence should be replaced with: "appropriate, following a risk assessment". The Meeting adopted the paragraph, as amended.

7.10. Bulk carriers

Paragraph 1780

- 311.** The Employer Vice-Chairperson suggested that in the third bullet “trimmers” and in the fourth bullet “workers” should both be replaced by “portworkers”. The Meeting agreed and adopted the paragraph, as amended.

7.11. Hot work

Paragraph 1782

- 312.** The Employer Vice-Chairperson suggested that “containing combustible substances” be inserted after “near tanks”. The word “certificate” should be replaced by “permit” in both instances in the paragraph. The words “chemist or other suitably qualified person” should be replaced by “competent person appointed in accordance with national laws and regulations”. The Workers’ group spokesperson stated that the Workers’ group was not convinced that the term “competent person” was the most appropriate in the given context. The Employer Vice-Chairperson considered the term was more suitable than “chemist”, since the latter could be subject to different interpretations in different countries. The text could be amended as follows: “competent person specifically qualified in the field and appointed in accordance with national laws and regulations”.

Paragraph 1783

- 313.** The expert of the Government of the Netherlands proposed that “gas free” should be replaced by “safe for work”. The Meeting adopted the paragraph, as amended.

Paragraph 1784

- 314.** The Workers’ group spokesperson noted that there were forms of cutting that did not involve flame cutting but nonetheless generated sparks. He therefore proposed that: “Welding and burning operations” should be replaced by: “Welding and cutting of any manner that may cause sparks”. He also suggested that “and carried out in a safe manner” be added at the end of the last sentence. The paragraph was adopted, as amended.

8. Dangerous goods

8.1. Packaged dangerous goods

8.1.4. IMDG Code

Paragraph 1794

- 315.** The expert of the Government of the Netherlands redesigned figure 109 in tabular format and presented it to the Meeting, as a proposed replacement. The Meeting agreed that the new format was excellent and it was thus adopted.

8.2. Solid bulk cargoes

Paragraph 1809

- 316.** The Employer Vice-Chairperson suggested adding a new bullet point at the end of the paragraph, to read: “Some cargoes, for example sulphur and fertilizer, may combust or ignite in certain circumstances.” The Workers’ group spokesperson agreed and proposed adding “iron finings”. The Employer Vice-Chairperson agreed.
- 317.** The Workers’ group spokesperson also noted that wood pellets and grain could ignite and therefore suggested adding them to the list. The expert of the Government of the Netherlands pointed out that “grain” was already mentioned in reference to combustibility in paragraph 1485.
- 318.** The Employer Vice-Chairperson, having considered the Workers’ group’s suggestion, proposed, rather than wood pellets and grain, to add “biomass” to the list, to read: “sulphur, iron finings, biomass and fertilizer”. The Meeting adopted the paragraph, as amended.

8.3. Bulk liquids and gases

8.4. Operational precautions

8.4.2. Training

Paragraph 1818

- 319.** The Government Vice-Chairperson proposed deleting the second sentence of the paragraph. The Employer Vice-Chairperson suggested that the paragraph as a whole could be deleted. The Meeting agreed and paragraph 1818 was deleted.

Paragraph 1819

- 320.** The expert of the Government of the Netherlands suggested replacing “portworkers” by “persons” at the end of the second sentence. The Workers’ group spokesperson suggested simply adding the words “, including portworkers” at the end of the paragraph. The paragraph was adopted, as amended.

8.4.4. Notification of dangerous goods

Paragraph 1831

- 321.** The Government Vice-Chairperson suggested inserting “(using Material Safety Data Sheets/Safety Data Sheets (MSDS/SDS))” after “notified”. The Employer Vice-Chairperson suggested replacing “notified” by “provided with” and removing the brackets from the subsequent text. The Meeting agreed and adopted the paragraph, as amended.

8.4.6. Handling and stowage

New paragraph following paragraph 1843

- 322.** The Meeting had agreed to move paragraph 1737 to subsection 8.4.6 and agreed to insert it between paragraphs 1843 and 1844. The expert of the Government of the Netherlands said

that if the paragraph was to be included in section 8 on dangerous goods, the word “container” should be replaced by “cargo” throughout the paragraph. It was so agreed.

323. The Employer Vice-Chairperson said that “independent testing” should be replaced by “appropriate testing”. The Workers’ group spokesperson said that “testing by a competent person” would be preferable. The meeting agreed.

324. The expert of the Government of the Netherlands proposed that the word “exported” be replaced by “loaded”. The paragraph was adopted, as amended.

9. Health

9.1. Health hazards

9.1.1. General requirements

Paragraph 1861

325. The Worker Vice-Chairperson proposed adding the words: “, keeping in mind applicable privacy laws” after “competent to do so” in the first sentence. The Meeting agreed and the paragraph was adopted, as amended.

Paragraph 1863

326. The Government Vice-Chairperson proposed that the paragraph be replaced by: “The principal health hazards that can arise from port operations may include physical hazards (extreme temperatures, noise, vibrations, radiation, lighting, etc.), ergonomic hazards (repetition of movements, extreme postures, etc.), chemical hazards (inflammables, irritatives, toxic, explosive substances, etc.), biological hazards (animals, microorganisms, bacteria, viruses, fungi, etc.) and psychosocial hazards (work-related stress, violence at the workplace, fatigue, night work, shift work, etc.). These hazards should be effectively controlled in accordance with national legal requirements.”

327. The Employer Vice-Chairperson suggested replacing “psychosocial hazards” by “psychological hazards”. The Workers’ group spokesperson pointed out that the World Health Organization general terminology referred to “psychosocial hazards”, thus his group could not support the use of the term “psychological hazards”. The Employer Vice-Chairperson withdrew the proposal.

328. The Employer Vice-Chairperson proposed inserting “and harassment” after “violence”. It was so agreed.

329. The Workers’ group spokesperson said he wondered whether “exhaust emissions” should also be included. The Executive Secretary suggested that fumes and emissions should fall under chemical hazards. The paragraph was adopted, as amended.

Paragraph 1864

330. The Government group co-spokesperson proposed the addition of “in accordance with national laws and practices” at the end of the paragraph. The Meeting agreed and adopted the paragraph, as amended.

Paragraph 1865

- 331.** The Employer Vice-Chairperson suggested replacing the term “surveillance” by “monitoring” in the first sentence of the paragraph as well as adding the acronym “(GHS)” after the phrase “the globally harmonized system”.
- 332.** The Government group co-spokesperson proposed that “materials” should be replaced by “substances” throughout the paragraph. The words “or according to existing MSDS/SDS” should be added at the end of the second sentence. The Government group co-spokesperson proposed replacing “when exposed” by “to prevent exposure” in the final sentence. The paragraph was adopted, as amended.

9.1.3. Dusty cargoes

Paragraph 1874

- 333.** The Employer Vice-Chairperson proposed replacing the first sentence by “Ideally, loading or unloading of dusty cargoes should be totally contained unless the dust concerned may be explosive at sufficient density.” Paragraph 1874 was adopted, as amended.

Paragraph 1879

- 334.** The Employer Vice-Chairperson suggested replacing the words “who may be sensitized”, by “who are medically assessed as being sensitive to such conditions”. The Meeting agreed and adopted the paragraph, as amended.

Paragraph 1881

- 335.** The Government Vice-Chairperson proposed to add “and avoided” at the end of the first sentence. The Workers’ group spokesperson agreed, but suggested that “prohibited” might be more suitable in the context. The paragraph was adopted, as amended.

9.1.6. Fatigue

Paragraph 1894

- 336.** The Employer Vice-Chairperson proposed adding a new second sentence to read: “Employers should endeavour to arrange shifts so as to cause the least possible disruption to portworkers.”.
- 337.** The Workers’ group spokesperson suggested that in the last sentence “Portworkers” should be replaced by “Employers”. The words “changing shifts frequently” should be replaced by “imposing irregular work schedules”. The words “should be avoided” should be deleted.
- 338.** The Employer Vice-Chairperson expressed concern that the term “irregular work” could be misinterpreted as non-standard forms of employment. The Workers’ group spokesperson agreed and proposed the terms “irregular shifts” instead of “irregular work schedules”. The Meeting agreed.
- 339.** The Government Vice-Chairperson suggested adding “and/or enabling” after “imposing” in the last sentence. The paragraph was adopted, as amended.

9.1.7. Fumes

340. The Employer Vice-Chairperson said that “fumes” should be replaced with “emissions” in all instances, as previously agreed.

Paragraph 1898

341. The Employer Vice-Chairperson suggested replacing “appropriate” by “available” in the seventh bullet point. The types of vehicles listed were always appropriate, but not always available. The Meeting agreed and adopted the paragraph, as amended.

Paragraph 1903

342. The Workers’ group spokesperson proposed that “higher than national legal requirements” be deleted and the word “unsafe” be added after “if” at the beginning of the first sentence. The Employer Vice-Chairperson agreed with that proposal.
343. The expert of the Government of the Netherlands suggested that “as defined in paragraph 1864” be added after “levels”. The Employer Vice-Chairperson said that while a reference to paragraph 1864 would indeed be useful, that paragraph did not provide a definition. The words “as indicated” could be used instead of “as defined”. The Workers’ group spokesperson disagreed with the concept of time-weighted systems referred to in paragraph 1864, but nonetheless agreed that a reference could be added. The Meeting adopted the paragraph, as amended.

9.1.9. Abnormal environments

Paragraph 1911

344. The Employer Vice-Chairperson proposed that the paragraph be replaced by paragraph 2025 from Chapter 11, which addressed the same issue in greater detail. The expert from the Government of the Netherlands agreed and added that the word “outside” should be replaced by “exposed”, since exposure to extreme temperatures did not only occur in outdoor environments.
345. The Workers’ group spokesperson pointed out that the deletion of paragraph 1911 would mean that the Office-proposed revision to paragraph 1911 dealing with training would be lost. The Employer Vice-Chairperson suggested that the Workers’ group’s concerns could be allayed by adding a sentence to read: “Portworkers should be adequately trained to deal with these circumstances” to the end of the text of paragraph 2025. The Meeting agreed to replace paragraph 1911 by paragraph 2025, as amended.

9.1.10. Other health aspects

Paragraph 1913

346. The Government Vice-Chairperson proposed adding “should not be removed from the workplace” at the end of the paragraph. The Meeting agreed and adopted the paragraph, as amended.

New section: 9.2. Communicable diseases

347. Following extensive discussions on the extent to which HIV/AIDS should be specifically addressed in the revised code of practice, particularly since portworkers were often exposed

to other potential pathologies which might deserve equal mention, the Government Vice-Chairperson proposed that a new section on communicable diseases should be drafted, with three subsections: general provisions; HIV/AIDS; and other diseases. That proposal was welcomed by both the Employers' and Workers' groups.

- 348.** After informal consultations, the Employer Vice-Chairperson distributed a proposed text (white paper), using the structure suggested by the Government group. The text was based closely on the ILO *Guidelines for implementing the occupational safety and health provisions of the Maritime Labour Convention 2006*. While the word "seafarer" had been replaced by "portworker" throughout, the text remained to be adapted to the context of port work.

General provisions

First paragraph

- 349.** The Employer Vice-Chairperson said that the words "required to travel throughout the world and at all times." should be replaced by "exposed to significant incidences of communicable diseases.". The Workers' group spokesperson said "significant" should be replaced by "potential". The expert of the Government of Nigeria suggested that "potential incidences of communicable diseases" should be replaced by "contact with persons, animals or materials originating from communicable diseases endemic zones.". The Meeting agreed.
- 350.** The expert of the Government of the Netherlands proposed inserting the words: "by the port employer and/or competent authority" after "advice is provided" in the second sentence. The Meeting agreed.
- 351.** The expert of the Government of Nigeria said that ", to be taken" should be inserted between "actions required" and "or being taken". The first paragraph was adopted, as amended.

Second paragraph

- 352.** The expert of the Government of the Netherlands suggested inserting "and other persons" after "portworkers". The Meeting agreed and the paragraph was adopted, as amended.

Third paragraph

- 353.** Following a discussion on the meaning and relevance of free pratique, which was explained by the Deputy Secretary-General of the Meeting, the Employer Vice-Chairperson suggested that, given the context of port work, the words: "Members are reminded of their obligations as port States with regard to the provision of free pratique and in ensuring" might be better replaced by: "Port authorities are reminded of the need to seek free pratique and ensure". The Workers' group spokesperson queried the use of the need "seek", since the ship would be seeking free pratique. The expert of the Government of the United States proposed that "to seek" be replaced by "for". The paragraph was adopted, as amended.

Fourth paragraph

- 354.** The Workers' group spokesperson proposed that "considered" at the end of the paragraph be replaced by "taken". The Meeting agreed and the paragraph was adopted, as amended.

HIV/AIDS

- 355.** The Workers' group spokesperson said that the revised text on HIV/AIDS prepared by the Office and previously submitted to the Meeting in an informal document for consideration

as a potential separate chapter of the code of practice was comprehensive and should replace the three paragraphs on HIV proposed by the Employers' group. The Employer Vice-Chairperson said that the paper prepared by the Office was a synthesis of the ILO HIV and AIDS Recommendation, 2010 (No. 200). While the code of practice made numerous references to other documents and instruments, in no case did it reproduce, in extenso, the text of those documents, which raised the question of the rationale behind reproducing significant sections of Recommendation No. 200.

- 356.** The Government Vice-Chairperson proposed that the summary of Recommendation No. 200, as prepared by the Office, could be added to the code of practice as an appendix. The reader could be directed to it for more information, and should they wish for further details still, they could consult the Recommendation itself. The Meeting agreed to that proposal.

Fifth paragraph

- 357.** The paragraph was adopted, as proposed.

Sixth paragraph

- 358.** The Workers' group spokesperson proposed the addition of a subparagraph at the end of the paragraph to read: "(h) treat temporary absences of portworkers living with HIV as absences for other reasons" and to include a reference to the ILO Termination of Employment Convention, 1982 (No.158). The paragraph was adopted, as amended.

Seventh paragraph

- 359.** As proposed by the Government Vice-Chairperson, the paragraph was amended to include a reference to the new appendix to the code of practice, which would contain the revised text on HIV/AIDS proposed by the Office, based on ILO Recommendation No. 200, as well as the reference to the Recommendation itself.

Other diseases

Eighth paragraph

- 360.** The Employer Vice-Chairperson said that "work on board ships" should be replaced by "port work". The words, "when cleaning or maintaining sewage tanks on board ships, or" should be deleted, since they were not applicable to portworkers. The Meeting agreed.
- 361.** The Employer Vice-Chairperson suggested that "dirty/wet linen" be deleted from the list of hazards. The Worker Vice-Chairperson said that "treatment in the welfare facilities" should be replaced by "medical treatment".
- 362.** The expert of the Government of Nigeria proposed that a new sentence be added at the end of the paragraph to read: "Without prejudice to other measures, good housekeeping and hygiene is imperative to prevent the contracting and spreading of microorganisms". The Employer Vice-Chairperson suggested a more generic sentence, referring to the list of hazards, which would read: "It is imperative that effective steps are taken to manage these hazards". The paragraph was adopted, as amended.

Ninth paragraph

- 363.** The Employer Vice-Chairperson suggested that the paragraph was redundant and could be deleted. The Meeting agreed and the paragraph was deleted.

Tenth paragraph

364. The paragraph was adopted, as proposed.

9.2. Occupational health services

9.2.1. General principles

Paragraph 1919

365. The Workers' group spokesperson suggested deleting the paragraph. Recruitment concerns had already been addressed in Chapter 2. The Meeting agreed and paragraph 1919 was deleted.

Paragraph 1921

366. The Employer Vice-Chairperson proposed inserting a new first bullet point “– pre-employment screening;” and that “by competent persons” should be moved from the bullet point into the heading after medical monitoring. The Workers' group spokesperson requested that the confidentiality of workers should also be added.

367. The expert of the Government of Nigeria proposed to replace the words “health hazards” with “disease” in the third bullet point. The Employer Vice-Chairperson and the Workers' group spokesperson preferred the third bullet point as it was. Paragraph 1921 was adopted, as amended.

Paragraph 1923

368. The Workers' group spokesperson proposed replacing the word “with” by “between”. The paragraph was adopted, as amended.

9.2.2. First-aid personnel

Paragraph 1928

369. The Employer Vice-Chairperson suggested inserting “they should be able to respond quickly to any emergency situation” after the words “other duties” in the second bullet point. The Workers' group spokesperson said that “quickly” should be replaced by “readily”. The Meeting agreed to those proposals.

370. The Employer Vice-Chairperson also proposed inserting the word “ideally,” before “the duties should be non-soiling”. The Workers' group spokesperson disagreed. Interference and non-soiling duties should not be considered as an aspirational goal. The expert of the Government of the Netherlands supported the Workers' group's argument.

371. The second bullet point and the paragraph as a whole were adopted, as amended.

Paragraph 1930

372. The Employer Vice-Chairperson proposed adding the word “Port” at the beginning of the paragraph and “and/or the port authority” at the end of the first sentence. The paragraph was adopted, as amended.

9.2.3. Personnel providing occupational health services

Paragraph 1932

373. The Employer Vice-Chairperson proposed adding the sentence: “All facilities should be clean, dry and smoke free” at the end of the paragraph. The paragraph was adopted, as amended.

New Chapter 10. Personal protective equipment

New subsection 10.1. General requirements

374. First, the working group suggested that a new definition be added based on the code of practice *Safety and health in agriculture* (2011): “PPE provides supplementary protection against exposure to hazardous conditions where the safety cannot be ensured by other means, such as eliminating the hazard, controlling the risk at the source or minimizing risk.” The Meeting agreed.
375. Paragraphs 487 and 488 were found to be similar to paragraphs 1065 and 1068 hence the working group proposed to delete paragraphs 1065 and 1068, and to retain paragraphs 487 and 488 as originally proposed.
376. Following paragraph 488, the working group proposed to add a new paragraph as follows: “All PPE should be made available, inspected and maintained in order to provide the required level of protection.” It was adopted.
377. Paragraph 489, as proposed, dealt with a basic PPE package similar to that in paragraph 1071. Amendments were made to paragraph 489 to be consistent with other changes made in the document, and paragraph 1071 was deleted.
378. Paragraph 490 was proposed to have a new chapeau which would read as follows: “Additional PPE that should be supplied to portworkers may include, but not be limited to:”. The bullet points were amended to be consistent with the rest of the document. Additional bullet points were proposed based on paragraphs 1075 and 429. While parts of paragraph 429 had been added to paragraph 490, it should also remain in its original location for emphasis.
379. Following paragraph 490, a new paragraph based on paragraph 1076 was proposed to be added that addressed the issue of safe eyewear for portworkers who wear prescription spectacles. After some discussion, the Meeting agreed to the new paragraph as follows: “Portworkers who wear prescription spectacles should have lenses made of plastic instead of glass. Plastic lenses are less likely to shatter in the event of an accident. Purpose-designed safety spectacles to protect against dust particles are preferable to goggles. Goggles should not be worn over spectacles, prescription safety spectacles should be provided instead.”
380. Paragraph 491 remained as originally proposed and was followed by a new paragraph, based on paragraph 1066: “PPE should be provided by the employer at no cost to the portworker and in accordance with the provisions of Articles 16(3), 17 and 21 of the Occupational Safety and Health Convention, 1981 (No. 155).”
381. The Employer Vice-Chairperson proposed to add: “in accordance with national laws and regulations” after the word “portworker” and to replace “in accordance” with “consistent”. The Workers’ group considered the amendment to be a dilution of the text. Instead, the

Meeting agreed to place a full stop after “portworker” and to add a reference to Convention No. 155 in a footnote.

- 382.** The Worker Vice-Chairperson suggested to add a new paragraph: “PPE should be personal to the wearer unless it is properly cleaned after each use.”. The Meeting accepted the inclusion of the new paragraph.
- 383.** The last proposed paragraph of the first section on PPE was based on the original paragraphs 496 and 1069: “It is essential that appropriate training and instruction in the use, care, storage and maintenance of PPE is given to all portworkers.”.
- 384.** To address the concerns raised by the Government group co-spokesperson about the need to include a more specific explanation of PPE, the Employer Vice-Chairperson suggested to add a sentence: “PPE should only be used for the purpose for which it is intended.” as an additional paragraph at the end of the subsection. The Meeting agreed and adopted the paragraph, as amended.

New subsection 10.2. Selection of PPE

- 385.** The Meeting adopted paragraphs 492 and 493 as proposed by the working group.
- 386.** Based on paragraph 1067, the Employer Vice-Chairperson proposed to add the words “and types” after the word “sizes”. The Meeting adopted the paragraph, as amended.
- 387.** The Meeting agreed to add paragraph 494 here and amended it to read “Users involved in selecting their PPE are more likely to wear it.”.

New subsection 10.3. Usage of PPE

- 388.** The Meeting adopted all seven paragraphs of the subsection as proposed by the working group. The text was based on paragraphs 495, 497, 1070, 1072, 1073, 1074 and 1075.

New subsection 10.4. Storage and maintenance of PPE

- 389.** The Meeting adopted paragraph 498 as proposed by the working group.
- 390.** Paragraphs 499 and 1078 were combined to form a new paragraph.
- 391.** For the paragraph based on paragraph 1079, the Employer Vice-Chairperson proposed that the second sentence of the proposed paragraph should read: “Filters should be of a type appropriate to exposures they are to protect against.”.
- 392.** For the paragraph based on paragraph 1080, the Worker Vice-Chairperson suggested replacing the proposed paragraph with the text: “Port employers should provide for the cleaning, disinfecting and examination of PPE which has been used and may be contaminated by materials that are hazardous to health before reissuing the PPE. This should be provided at no cost to the portworker.”. The Employer Vice-Chairperson supported the amendment but requested the deletion of all wording related to clothing and laundering, as clothing is not common in the ports sector. The Meeting adopted the paragraph, as amended.
- 393.** The Meeting adopted paragraph 500 as proposed by the working group.

Chapter 10. Personnel welfare facilities

10.1. General provisions

Paragraph 1933

- 394.** The Employer Vice-Chairperson proposed adding a sentence at the end of the paragraph to read: “All facilities should be clean, dry and smoke free.”. The Meeting agreed and the paragraph was adopted, as amended.

Paragraph 1934

- 395.** The Government Vice-Chairperson proposed adding an additional bullet point at the end of the paragraph to read: “– away from noisy operations, dust pollution and other sources of contamination, where practicable.”. The Meeting agreed and the paragraph was adopted, as amended.

10.2. Toilet facilities

Paragraph 1935

- 396.** The Employer Vice-Chairperson proposed replacing the word “shift” by “working hours”.
- 397.** The Government Vice-Chairperson suggested adding: “, visitors and other persons” after “transport drivers”. The Meeting agreed and the paragraph was adopted, as amended.

Paragraph 1938

- 398.** The Employer Vice-Chairperson proposed to add “or on board” after “near the” to provide for the flexibility to have at least one toilet available near or on board the ship.
- 399.** The Workers’ group spokesperson did not agree with the proposal, as access to ship facilities was usually discouraged. There was no control over the cleanliness of the toilet, among other matters. The Workers’ group spokesperson suggested changing the end of the sentence to: “near the ship, where practicable, or, where not practicable, a portable facility will be provided.”.
- 400.** The Employer Vice-Chairperson explained that this proposal could create a logistical burden for employers. The new proposal was not practicable.
- 401.** After further discussions about the suitability of using the ship facilities or providing other alternatives, the expert from the Government of the Netherlands proposed to stick to the original text and to add a sentence to the paragraph that would recommend that portable facilities should be provided when the ship’s facilities were not available or not suitable. The paragraph was adopted, as amended.

Paragraph 1941

- 402.** The Employer Vice-Chairperson suggested replacing “water closet(s)” with “toilet(s)” throughout the paragraph. The paragraph was adopted, as amended.

10.3. Washing facilities

Paragraph 1952

- 403.** The Employer Vice-Chairperson suggested removing “or warm”, assuming that the availability of hot and cold water would be sufficient. The paragraph was adopted, as amended.

Paragraph 1953

- 404.** The Employer Vice-Chairperson and the Workers’ group spokesperson discussed the suitability of providing a shower for every three or six workers and the best formulation for the temperature of the water. After the discussion, the Workers’ group spokesperson agreed with leaving the number six, and proposed to add the words “clean, adjustable” before “hot and cold water”. The paragraph was adopted, as amended.

Paragraph 1956

- 405.** The Employer Vice-Chairperson proposed a new sentence to be placed after the first sentence of the paragraph: “Regular monitoring for conditions such as legionnaires’ disease should be undertaken whenever hot water is supplied”. The paragraph was adopted, as amended.

Section 10.4. Clothing accommodation

Section 10.5. Drinking water

Paragraph 1964

- 406.** The Employer Vice-Chairperson suggested to change the word “wholesome” drinking water to “potable” drinking water. Paragraph 1964 was adopted, as amended.

Section 10.6. Mess rooms and canteens

Paragraph 1972

- 407.** The Employer Vice-Chairperson proposed that the phrase “not be adjacent” be replaced by “to be separated from” and that a new sentence could be added at the end of the paragraph: “They should be smoke free.”.
- 408.** The Workers’ group spokesperson suggested that the Employers’ group proposal “to be separated from” could be rephrased as “away from”.
- 409.** The Government Vice-Chairperson suggested the following text: “If not possible, the mess rooms and canteens should be fully protected from these occupational hazards using appropriate control measures”. In addition, they agreed with the second sentence as proposed by the Employers’ group. The expert from the Government of the Netherlands proposed that the phrase “to be located away from” could better fit in the paragraph under consideration.
- 410.** The Workers’ group spokesperson proposed the modification of the Government group text as follows: “The mess rooms and canteens should be fully protected from these occupational hazards.”. The Workers’ group also agreed to the second sentence as proposed by the Employers’ group.

411. The Workers' group spokesperson stated that the language about "appropriate control measures" was not necessary.

412. The paragraph was adopted, as amended.

Chapter 11. Emergency arrangements

11.1. Emergency arrangements on shore and ship

11.1.1. General requirements

Paragraph 1986

413. The Government Vice-Chairperson suggested a new text for the paragraph under consideration: "Emergency rescue workers and emergency rescue teams should be designated and trained."

414. The Workers' group spokesperson agreed with the proposal of the Government group. Yet, in his view, as the purpose of the paragraph was to point out that a dedicated team for emergency must exist, the suggested wording from the Government group could rather read as follows: "should be hired, designated and trained". The paragraph was adopted, as amended.

Paragraphs 1987 and 1988

415. The Government Vice-Chairperson stated that the content of paragraph 1987 was covered by paragraph 1988. He suggested deleting paragraph 1987 and adding the word "capacity" after "response".

416. The Workers' group spokesperson agreed to the proposal with the clarification that the amendment to paragraph 1988 would capture the sense of paragraph 1987. The Meeting agreed.

Paragraph 1989

417. The Employer Vice-Chairperson proposed adding "and rescue" after "Suitable emergency". The Government Vice-Chairperson suggested that the beginning of the sentence should read "Suitable alarm systems".

418. The Workers' group spokesperson suggested adding the phrase "manned by a certified first-aid attendant" after the word "provided". The purpose of the paragraph was to emphasize and provide for the availability of first-aid workers.

419. The Employer Vice-Chairperson suggested that the first sentence could end with the word "provided" and that the second sentence could read: "Both these facilities and a certified first-aid attendant should be readily accessible and available." He explained this proposal was consistent with previous discussions on "availability of first-aid attendant", in particular, with regard to paragraph 1928. The paragraph was adopted, as amended.

11.1.5. Fire

Paragraph 1998

- 420.** The Employer Vice-Chairperson proposed inserting the word “how” after “instructed”. The text following “false fire alarms” should be replaced with “should be investigated and action taken where appropriate”. The Workers’ group spokesperson agreed that false alarms should be investigated but opposed removing the word “avoided”.
- 421.** The Government Vice-Chairperson agreed to the changes. He also proposed fusing the first sentence by replacing the semi-colon with “, as” and removing the word “apparently”. The paragraph was adopted, as amended.

Paragraphs 2006 and 2020

- 422.** The Employer Vice-Chairperson proposed adding: “that are responding to an emergency” after “rescue boats” in the paragraph, to specify that rescue craft were not always exempt from constraints. The word “normally” should be added before “exempt”, to account for certain constraints that could not be avoided. Thirdly, he suggested replacing “rescue” with “emergency” in the final sentence, to include other situations besides rescues.
- 423.** The Workers’ group spokesperson agreed with the Employers’ group’s proposed amendments. He noted that paragraph 2020 dealt with access for land emergency vehicles in general, whereas paragraph 2006 dealt specifically with fires. He proposed moving paragraph 2020 nearer the beginning of Chapter 11, in which case access for emergency vehicles would become a general requirement applicable in all situations.
- 424.** The Government Vice-Chairperson proposed that “fire engines and firefighting or rescue boats” be replaced with “land emergency vehicles” in paragraph 2006, and that it, too, be moved to section 11.1.1. General requirements, to precede paragraph 2020.
- 425.** The Meeting adopted paragraph 2006, as amended, and moved to section 11.1.1. General requirements, following paragraph 1989. Paragraph 2020 was adopted without change and moved to section 11.1.1. General requirements, following paragraph 2006.

Paragraph 2017

- 426.** The Employer Vice-Chairperson suggested removing the word “motorized”, stating that it served no real purpose. He also suggested removing the specification “(1 knot or more)”. He acknowledged that fast-flowing currents were an important issue, but the point was for craft to be able to handle currents.
- 427.** The Workers’ group spokesperson stated that if “motorized” remained, he agreed to removing “(1 knot or more)”. However, he noted that the proposal was drawn from the American OSHA regulation CFR29 1918.88(g).
- 428.** The Government and Employers’ groups agreed to remove “(1 knot)” but retain “motorized”. The paragraph was adopted, as amended.

11.1.9. Severe weather and other natural hazards

Paragraph 2022

429. The Employer Vice-Chairperson proposed adding “tsunami” between “flooding from” and “tides” in the second bullet point. The Government group co-spokesperson suggested adding just “abnormal” after “tsunami”. The paragraph was adopted, as amended.

Paragraph 2024

430. The Employer Vice-Chairperson proposed adding “and/or overshoes” after “slip-resistant soles” in the second sentence. The Workers’ group spokesperson specified that overshoes should also be slip resistant. He proposed adding “slip-resistant” before “overshoes”. The paragraph was adopted, as amended.

Paragraph 2025

431. The Employer Vice-Chairperson noted that the paragraph had already been discussed and moved to a new location. The paragraph was adopted, as amended.

11.2. Emergency plans

Paragraphs 2041 and 2057

432. The Government group co-spokesperson proposed adding a new final bullet point in paragraph 2057 that recommended developing a list comprising all of the staff finding themselves in the port at the moment when an emergency arises.
433. The Employer Vice-Chairperson noted that it would be difficult to maintain such a list and he proposed to change the wording “all staff” to “all persons”, which was a means of determining the presence and location.
434. The Workers’ group spokesperson stated that paragraph 2041 would be a better location to introduce the new bullet point. He also proposed to change the wording to “all persons located in the port facility”. The Meeting adopted the paragraph, as amended.

12. Other relevant safety matters

435. The Employer Vice-Chairperson suggested to delete the word “safety” in the heading, since the content of that chapter would also involve other issues besides safety matters.

Paragraph 2075

436. The expert from the Government of Nigeria referred, at first, to the effective environmental issues mentioned in the text, starting from section 12.1. He then proposed a new paragraph on community relations.
437. The expert from the Government of the Netherlands suggested to add that phrase to paragraph 2075, which dealt with community issues, especially in the fourth bullet point.
438. The Employer Vice-Chairperson proposed wording about good relations between the port authority, the port employers and the local community. In addition, he proposed to change the wording “releases to water” to “marine pollution”.

439. The Workers' group spokesperson suggested to change the beginning of the additional text to achieve effective public relations, and he proposed to add "portworkers" to the list of actors after "port employers".

440. The Workers' group spokesperson supported the phrase to ensure that the community was aware of those issues, but include in the wording: "and/or employers, and portworkers or their representatives take account of community concerns". The Meeting adopted the paragraph, as amended.

13. HIV/AIDS

441. A new version of Chapter 13 was proposed, as revised by the Office, based largely on the ILO Recommendation No. 200. Following the adoption of the new section on communicable diseases for inclusion in Chapter 9, the revised text on HIV/AIDS was added to the end of the code of practice, as an appendix.

References

442. The Meeting agreed that the Office would update the references in line with the revisions to the code of practice.

Appendices A to D

443. The Meeting adopted Appendices A to D, as proposed.

Appendix E

444. The Employer Vice-Chairperson requested clarification regarding the proposed revision of paragraph E.3.1 on minimum factors of safety for synthetic woven webbing slings. The Workers' group spokesperson said that previously, the factor of safety for any woven webbing sling had been 6, in accordance with ISO 4878. That ISO standard had since been deleted. The safety factor of 5, mentioned in the code of practice, had therefore been a downgrade from the ISO standard. The proposed revision maintained that safety factor, but specified that for multiple-use slings, a safety factor of 6 should be used.

445. The Employer Vice-Chairperson said that the proposed revision raised questions about the differentiation between slings that were appropriate for single and multiple use, which was an issue often left to the discretion of the operator. Since the probability of multiple use was high for any sling, he proposed that the factor of safety be stipulated as "6" and the references to single and multiple use be deleted. The Meeting agreed.

446. Appendix E was adopted, as amended.

Appendices F, G, H and J

447. The Meeting adopted Appendices F to H and J, as proposed.

Appendix I

448. Appendix I was deleted.

New appendix: HIV and AIDS and the world of work

449. The Meeting adopted the new appendix, as proposed.

Adoption of the draft *Revised code of practice on safety and health in ports*

450. The draft *Revised code of practice on safety and health in ports*, as a whole, as amended, was adopted.

451. The Meeting proposed some editorial changes to the text and a final clarification regarding paragraph 1921. Other final amendments related to ensuring consistency with the use of terminology throughout the document.

452. The Workers' group spokesperson expressed concern with regard to the length and content of the list of references. In particular, he rejected a number of ISO, ICHCA and PEMA standards that had been added in the References section. In his view, these standards should not be mentioned in the same way as ILO standards.

453. The Employer Vice-Chairperson agreed with the Workers' group spokesperson's remarks. Standards adopted in non-tripartite consultation should be removed as code of practice references.

454. The Government Vice-Chairperson stated that the Government group would leave the respective debate on references to the Employers' and Workers' groups. The Government group co-spokesperson further explained that some standards, including OHSAS 18001 for example, could constitute excellent resources for the safety management systems section. He clarified that in some cases, ISO standards had been adopted on the basis of governments, manufacturers and other stakeholder consultation.

455. After further discussion, the Meeting agreed that there should not be extensive footnotes, and that the list of references would be primarily found in the section at the back of the document. The Employers' and Workers' groups would provide the Office with an agreed list of references to be included.

456. The Meeting adopted the revised document as a whole.

Closure of the Meeting

457. The Employer Vice-Chairperson thanked the Office for preparing the document and execution of the Meeting appreciating the complexity of the issues covered.

458. The Workers' group spokesperson expressed his appreciation to the Office and other constituent participants. He stressed that the development of international tools and instruments required careful study of implementation consequences.

-
- 459.** The Government Vice-Chairperson expressed his appreciation to the participants and expected the document would be widely used in the sector.
- 460.** An Employer adviser from the United Kingdom suggested that the Office consider an implementation plan, including international and regional conferences, and a training programme. He further encouraged closer cooperation by the ILO with the International Cargo Handling Coordination Association (ICHCA), including participation by an ILO official in their international safety panel.
- 461.** The observer expert from the Government of Mauritius concurred that the Office consider promoting the tool at the International Labour Conference or at a Regional Meeting, and could also include training courses at the International Training Centre of the ILO.
- 462.** The Government group co-spokesperson thanked all the participants for their input and especially for the improvement of the Spanish text and the representatives of the Workers' and Employers' groups for the excellent work to achieve consensus in a significant number of paragraphs. The code of practice should be the foundation for improved health and safety in ports worldwide.
- 463.** The Government expert from Kenya thanked the plenary for the opportunity to participate and meet other experts. He also thanked the Office for choosing Kenya as part of the exercise to revise the code, including the update of legal and international standards in safety and health. He shared that Kenya was in the process of developing a new port and that the Code would be a useful guide for the design of the port's infrastructure.
- 464.** The Secretary-General stated that it was an honour and pleasure for the Sectoral Policies Department to be able to host this important Meeting to adopt a revised code of practice of safety and health in ports. The new document would provide important guidance to governments, employers and workers, and others, to achieve better OSH outcomes. He acknowledged the positive and cooperative attitude of all groups, contributing to the success of the Meeting's outcomes and adopted code of practice.
- 465.** The Chairperson stated that an improved and updated code of practice had been adopted and encouraged all participants to be ambassadors and promote the use and implementation of the document. He thanked all Meeting participants and declared the Meeting of Experts officially closed.

List of participants
Liste des participants
Lista de participantes

Chairperson
Président
Presidente

Mr Bro-Mathew Hilifavali SHINGUADJA, Permanent Secretary, Ministry of Labour, Industrial Relations and Employment Creation, Windhoek, Namibia.

Government experts
Experts des gouvernements
Expertos de los gobiernos

BRAZIL BRÉSIL BRASIL

Mr Pedro VALVERDE SENTO SE, Labour Inspector, Ministry of Labour, Secretaria de Inspeção do Trabalho, Brasilia, Brazil.

Mr Pablo GHETTI, Second Secretary, Permanent Mission of Brazil, Geneva, Switzerland.

CHINA CHINE

Mr Zhengde GUO, Senior Engineer, Zhejiang Maritime Safety Administration of the People's Republic of China, Hangzhou, Zhejiang Province, China.

Mr Yibin JIANG, Director, Guangxi Maritime Safety Administration of the People's Republic of China, Nanning, Guangxi Province, China.

GERMANY ALLEMAGNE ALEMANIA

Mr Michael ZIETHEN, Regionalleiter Abt. Prävention der Regionaldirektion Nord, Ansprechpartner im Fachbereich Handel und Logistik, Bremen, Germany.

Mr Andre STÜCK, Aufsichtsperson Hafen, Bremen, Germany.

KENYA

Mr Stanley Mwangi MBATHA, Director, Directorate of Occupational Safety and Health Services, Nairobi, Kenya.

Ms Elizabeth ONUKO, Minister Counsellor, Labour Permanent Mission of Kenya, Geneva, Switzerland.

NETHERLANDS PAYS-BAS PAÍSES BAJOS

Mr Martin Adrianus Hermanus OOSTROM, Labour Inspector, Dutch Labour Inspectorate (Inspectie SZW), The Hague, Netherlands.

Mr Wiebren van Dijk, First Secretary, Permanent Mission of the Netherlands, Geneva, Switzerland.

NIGERIA NIGÉRIA

Mr Babatunde Olusegun OGUNMUKO, Acting Director Occupational Safety and Health, Federal Ministry of Labour and Employment, Federal Secretariat, Maitama, Abuja, Nigeria.

Ms Nene Betty DIKE, Ag. Director, Federal Ministry of Labour and Employment, Abuja, Nigeria.

Ms Oluwayemisi FAYEMI, Nigeria Maritime Administration and Safety Agency (NIMASA), Lagos, Nigeria.

Mr Nnanna AJIKE, Nigeria Maritime Administration and Safety Agency (NIMASA), Lagos, Nigeria.

**KOREA, REPUBLIC OF
COREE, RÉPUBLIQUE DE
COREA, LA REPÚBLICA DE**

Mr Jung Yeol YANG, Senior Manager, Korea Occupational Safety and Health Agency, Gwang Ju, Republic of Korea.

Mr Byeong Hee KWON, Labour Attachée, Permanent Mission of the Republic of Korea, Geneva, Switzerland.

UNITED STATES ETATS-UNIS ESTADOS UNIDOS

Mr Nicholas DEANGELIS, Safety Engineer, Office of Maritime Enforcement, Occupational Safety and Health Administration (OSHA), Washington, DC, United States.

**Employer experts
Experts des employeurs
Expertos de los empleadores**

Mr John BECKETT, Vice President, Training, Safety & Recruitment, British Columbia Maritime Employers Association (BCMEA), Vancouver, Canada.

Mr Jordan W. COWMAN, Shareholder/Partner, Greenberg Traurig LLP, Dallas, United States.

Sr. Rodolfo Ventura GARCÍA SÁNCHEZ, Presidente Directorio, Instituto de Seguridad del Trabajo (IST), Viña del Mar, Chile.

Mr Paul MACKAY, Manager, Employment Relations Policy, Business New Zealand, Wellington, New Zealand.

Sr. Gilberto SÁNCHEZ ALBORNOZ, Co-Presidente de la Comisión OIT-OIE, FEDECAMARAS, Caracas, Venezuela.

Sra. María Lucía SOTO SANTOS, Directora Ejecutiva, Consejo de Usuarios del Transporte Internacional de Guatemala (CUTRIGUA), Ciudad de Guatemala, Guatemala.

M. Etienne UTSHUDI-LUTULA, directeur du Département juridique social et fiscal, Fédération des entreprises du Congo (FEC), Kinshasa, République démocratique du Congo.

Mr Leon VAN HOFF, General Manager, DP World Paramaribo, Paramaribo, Suriname.

**Employer advisers
Conseillers techniques des employeurs
Consejeros técnicos de los empleadores**

Captain Richard W.A. BROUGH O.B.E., B.A., Director, Brough Marine Limited, International Cargo Handling Coordination Association (ICHCA), North Ferriby, United Kingdom.

Mr Kevin FURNISS, Vice President, Head of HSSE & Sustainability, The Hague, Netherlands.

Mr Fer M.J. VAN DE LAAR, Managing Director, International Association of Ports and Harbors (IAPH), Europe Office, Nieuwerkerk Ijssel, Netherlands.

**Worker experts
Experts des travailleurs
Expertos de los trabajadores**

Mr Bernard FARRELLY, National Lead Organiser, Maritime Union of Australia, Sydney, Australia.

Mr Edwin FERRIS, President, International Longshore and Warehouse Union (ILWU Local 10), San Francisco, United States.

Sr. José Jorge GARCÍA FAERNA, Secretario General, SSI de Estiba, FSC-CCOO, Madrid, España.

Mr Emirali KARADOĞAN, Union Expert, Industrial Relations, Health and Safety, Dock, Maritime, Shipyard and Warehouse Workers' Union of Turkey (LIMAN-İŞ), Ankara, Turkey.

Mr Albert LE MONNIER, Consultant, International Transport Workers' Federation (ITF), London, United Kingdom.

Ms Susan MURRAY, National Health and Safety Adviser, Unite the Union, London, United Kingdom.

Mr Joost VAN DER LECQ, Union Official, FNV, Rotterdam, Netherlands.

**Workers' advisers
Conseillers techniques des travailleurs
Consejeros técnicos de los trabajadores**

Mr Louis GILLIS, BTB Belgium, Shop Steward and OHS Expert, Antwerp, Belgium.

Mr Ryan WHITMAN, Business Agent, International Longshore & Warehouse Union (ILWU), Washington, DC, United States.

**Governments participating as observers
Gouvernements participant en qualité d'observateurs
Gobiernos que participan en calidad de observadores**

AZERBAIJAN AZERBAÏDJAN AZERBAIYÁN

Mr Kamran ABBASOV, Chief Labour Inspector, Ministry of Labour and Social Affairs, Protection of Population, Baku, Azerbaijan.

BELGIUM BELGIQUE BÉLGICA

M. Pieter BOLLE, attaché, Direction générale du contrôle du bien-être au travail, Service public fédéral (SPF) Emploi, Travail et Concertation sociale, Bruxelles, Belgique.

**BOLIVIA, PLURINATIONAL STATE OF
BOLIVIE, ETAT PLURINATIONAL DE
BOLIVIA, ESTADO PLURINACIONAL DE**

Sr. José Gonzalo TRIGOSO AGUDO, Ministro de Trabajo, Empleo y Previsión Social, La Paz, Estado Plurinacional de Bolivia.

Sra. Nardi SUXO ITURRY, Embajadora, Representante Permanente, Misión Permanente del Estado Plurinacional de Bolivia, Ginebra, Suiza.

Sra. Carminia A. MARTÍNEZ CUSICANQUI, Asesora de Despacho, Ministerio de Trabajo, Empleo y Previsión Social, La Paz, Estado Plurinacional de Bolivia.

Sr. Mario SALINAS REYES, Jefe de la Unidad de Análisis Jurídico, Ministerio de Trabajo, Empleo y Previsión Social, La Paz, Estado Plurinacional de Bolivia.

Sra. María Natalia PACHECO RODRÍGUEZ, Segundo Secretario, Misión Permanente del Estado Plurinacional de Bolivia, Ginebra, Suiza.

CAMBODIA CAMBODGE CAMBOYA

Mr Chanboroth BOU, Labour Counsellor, Permanent Mission of the Kingdom of Cambodia, Grand-Saconnex, Geneva, Switzerland.

Mr Sokha YANG, Assistant of Labour Counsellor, Permanent Mission of the Kingdom of Cambodia, Grand-Saconnex, Geneva, Switzerland.

CHILE CHILI

Sr. Pablo Lazo GRANDI, Agregado Laboral, Misión Permanente de Chile, Ginebra, Suiza.

Sr. Gabriel MIRANDA SCHLEYER, Dirección del Trabajo, Ministerio del Trabajo, Santiago, Chile.

CÔTE D'IVOIRE

M^{me} Bintou Abi Kindja COULIBALY, Directrice générale du travail, ministère de l'Emploi et de la Protection sociale, Abidjan, Côte d'Ivoire.

D^r Karidja KABA, Directrice de la santé et sécurité au travail, ministère de l'Emploi et de la Protection sociale, Abidjan, Côte d'Ivoire.

M. Kouman Mathieu YAO, Sous-directeur, inspection du travail, ministère de l'Emploi et de la Protection sociale, Abidjan, Côte d'Ivoire.

M. Assi Laurent EBAKOUÉ, premier secrétaire, mission permanente de Côte d'Ivoire, Grand-Saconnex, Genève, Suisse.

ECUADOR EQUATEUR

Sr. Pablo Xavier CALDERÓN SANTAMARÍA, Jefe de Operaciones, Capitanía del Puerto de Guayaquil, Quito, Ecuador.

FINLAND FINLANDE FINLANDIA

Mr Harri HALME, Senior Safety Officer, Ministry of Social Affairs and Health, Department for Occupational Safety and Health, Finland.

HONDURAS

Sr. Giampaolo Carmelo RIZZO ALVARADO, Embajador, Representante Permanente Adjunto, Encargado de Negocios a.i., Misión Permanente de Honduras, Ginebra, Suiza.

Sra. Lilian Malexy JUÁREZ, Primer Secretario, Misión Permanente de Honduras, Ginebra, Suiza.

Sr. Edwar Samir MOLINA FÚNEZ, Empresa Nacional Portuaria de Honduras, Puerto Cortes, Honduras.

INDONESIA INDONÉSIE

Ms Rina SETYAWATI, First Secretary, Permanent Mission of Indonesia, Geneva, Switzerland.

MALAYSIA MALAISIE MALASIA

Mr Ummer Jai Kumar ABDULLAH, Labour Attaché, Permanent Mission of Malaysia, International Centre Cointrin (ICC), Geneva, Switzerland.

MAURITIUS MAURICE MAURICIO

Mr Seetuldeo BALGOBIN, Director, Occupational Safety and Health, Ministry of Labour, Industrial Relations and Employment, Port Louis, Mauritius.

MYANMAR

Ms Ngu War SWE, Counsellor, Permanent Mission of Myanmar, Geneva, Switzerland.

NAMIBIA NAMIBIE NAMIBIA

Mr Patrick SILISHEBO, Deputy Director, Surveyors and Inspections, Ministry of Works and Transport, Maritime Affairs, Walvis Bay, Namibia.

Ms Petrina NGHIDENGWA, Deputy Director, Occupational Health and Safety, Ministry of Labour, Industrial Relations and Employment Creation, Windhoek, Namibia.

Ms Irene SIMATAA, First Secretary, Permanent Mission of Namibia, Geneva, Switzerland.

Mr George TSHATUMBU, Namibian Representative to the IMO, Ministry of Works and Transport, High Commission of the Republic of Namibia, London, United Kingdom.

NORWAY NORVÈGE NORUEGA

Ms Charlotte GEDE VIDNES, Counsellor, Labour Affairs, Permanent Mission of Norway, Geneva, Switzerland.

OMAN OMÁN

Mr Fahad bin Humaid AL-HADRAMI, Head of Inspection, Follow-up and Departure Department at the Joint Inspection Team, Directorate-General of Labour Welfare, Muscat, Oman.

PANAMA PANAMÁ

Sr. Gerardo VARELA PÉREZ, Director General, Dirección General de Puertos e Industrias Marítimas Auxiliares, Autoridad Marítima de Panamá (AMP), Ciudad de Panamá, Panamá.

Sr. César A. GÓMEZ R., Embajador, Representante Permanente Adjunto, Misión Permanente de Panamá, Ginebra, Suiza.

PHILIPPINES FILIPINAS

Ms Maria CRISELDA R. SY, Labor Attaché, Permanent Mission of the Philippines to the United Nations and others international organizations, Geneva, Switzerland.

QATAR

Mr Mohammed A. AL-MUTAWA, Director, Quality Management for Marine Services Ministry of Transport and Communications, Doha, Qatar.

ROMANIA ROUMANIE RUMANIA

M^{me} Anca Mihaela PRICOP, chef de service, Direction de l'assurance sociale, Service de sécurité et santé au travail, ministère du Travail, de la Famille, de la Protection sociale et des Personnes âgées, Bucarest, Roumanie.

M^{me} Anca Mariana BLEDE, conseillère principale, Direction des transports navals, ministère des Transports, Bucarest, Roumanie.

**RUSSIAN FEDERATION
FÉDÉRATION DE RUSSIE
FEDERACIÓN DE RUSIA**

Mr Konstantin TODRADZE, Deputy Director, Ministry of Labour and Social Development, Moscow, Russian Federation.

Mr Alexander GOROBTSOV, Head of Maritime Academy, Admiral Makarov SUMIS, Institute Maritime Academy, St. Petersburg, Russian Federation.

SPAIN ESPAGNE ESPAÑA

Sr. Francisco José MORENO REYES, Jefe de Unidad Técnica Condiciones de Trabajo en Pesca, Centro Nacional de Medios de Protección, Instituto Nacional de Seguridad e Higiene en el Trabajo, Ministerio de Empleo y Seguridad Social, Sevilla, España.

Sr. Luis Carlos MELERO GARCÍA, Jefe de Sección, Consejería de Empleo y Seguridad Social, Misión Permanente de España, Ginebra, Suiza.

Sr. Diego CANO SOLER, Consejero de Empleo y Seguridad Social, Misión Permanente de España, Ginebra, Suiza.

SRI LANKA

Mr S.M. GOTABAYA JAYARATHNE, Secretary, Ministry of Labour and Trade Union Relations, Labour Secretariat, Colombo, Sri Lanka.

**SYRIAN ARAB REPUBLIC
RÉPUBLIQUE ARABE SYRIENNE
REPÚBLICA ÁRABE SIRIA**

Mr Ali DAGHMAN, First Secretary, Permanent Mission of the Syrian Arab Republic, International Centre Cointrin (ICC), Geneva, Switzerland.

THAILAND THAÏLANDE TAILANDIA

Ms Chuleerat THONGTIP, Minister Counsellor (Labour), Permanent Mission of Thailand, Geneva, Switzerland.

TUNISIA TUNISIE TÚNEZ

M^{me} Samira MENIAOUI, Directrice de la sécurité, Société tunisienne d'acconage et de manutention (STAM), Tunis, Tunisie.

M^{me} Salma CHALGHAM, chef de service, Office de la marine marchande et des ports, ministère du Transport, Tunis, Tunisie.

Representatives of the United Nations, specialized agencies
and other official international organizations
Représentants des Nations Unies, des institutions spécialisées
et d'autres organisations internationales officielles
Representantes de las Naciones Unidas, de los organismos especializados
y de otras organizaciones internacionales oficiales

United Nations Conference on Trade and Development (UNCTAD)
Conférence des Nations Unies sur le commerce et le développement (CNUCED)
Conferencia de las Naciones Unidas sobre Comercio y Desarrollo (UNCTAD)

Ms Anila PREMTI, Associate Legal Affairs Officer, Policy and Legislation Section, Division on Technology and Logistics, United Nations Conference on Trade and Development (UNCTAD), Geneva, Switzerland.

Representatives of non-governmental international organizations
Représentants d'organisations internationales non gouvernementales
Representantes de organizaciones internacionales no gubernamentales

Federation of European Private Port Operators and Terminals (FEPOR)
Fédération des opérateurs portuaires privés et terminaux européens (FEPOR)
Federación de Operadores de Puertos Privados de Europa (FEPOR)

Mr Conor FEIGHAN, Policy Adviser, The Federation of European Private Port Operators and Terminals (FEPOR), Brussels, Belgium.

International Transport Workers' Federation (ITF)
Fédération internationale des ouvriers du transport (ITF)
Federación Internacional de los Trabajadores del Transporte (ITF)

Ms Sharon JAMES, Secretary Dockers' Section, International Transport Workers' Federation (ITF), London, United Kingdom.

International Organisation of Employers (IOE)
Organisation internationale des employeurs (OIE)
Organización Internacional de Empleadores (OIE)

M^{me} Thannaletchimy THANAGOPAL, Organisation internationale des employeurs (OIE), Genève, Suisse.

International Trade Union Confederation (ITUC)
Confédération syndicale internationale (CSI)
Confederación Sindical Internacional (CSI)

Ms Esther BUSSER, Assistant Director, ITUC Geneva Office (ITUC-GO), Geneva, Switzerland.